

Chevrolet Top

Chevrolet Camshaft: LS V8- Hydraulic Kelford Cams new range of high performance camshafts for the popular LS engine, super smooth profiles, very easy on valve springs

Part No.	Application	Vavle Spring Kit & Timing Set	Advertised Duration @ 0.006mm		Duration @ .05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
108-K	Stock Replacement cam for Callaway HSV 300KW engines	KCGLS7 Timing Set	274	278	218	222	0.561	0.561	114	116
108-X	Chevrolet LS Series engine (Cathedral port heads) Custom Camshaft manufactured to your specifications	KCGLS7 Timing Set								
HS108-B	276/284 degree, 0.630"/0.610" lift. HIGH lift cams for 5.7-6.2L engines. This cam suits those that require that extra edge over the competition while retaining good driving manners.	KVS1518 /KCGLS7	276	284	228	234	0.63	0.61	112	114
HS108-C	280/286 degrees, 0.630"/0.610" lift. HIGH lift cams for 5.7-6.2L engines. Big idle sound. Great midrange and top end.	KVS1518 /KCGLS7	280	286	232	236	0.63	0.61	112	114
HS108-D	284/294 degrees, 0.630"/0.610" lift. HIGH lift cams for 5.7-6.2L engines. Top end HP Commodore cam. This is not a drop in cam; requires careful valve to piston clearance checking etc.	KVS1518 /KCGLS7	284	292	236	240	0.63	0.61	112	114
SS108-A	Super Street, 270/276 duration .575" Lift. Suit 5.7L-6.2L great for daily driven car with Automatic trans.	KVS4918 /KCGLS7	270	276	222	226	0.575	0.575	112	116
SS108-B	Super Street 278/286 duration, .600" lift. Suits 5.7L-6.2L strong midrange-top end performance	KVS4918 /KCGLS7	278	286	230	236	0.6	0.6	111	115
SS108-B12	Super Street 284/292 duration, .600" lift. LS 5.7-6.0L, Super strong midrange performance. 112 lobe separation (increased overlap) for the big idle sound.	KVLSL1D /KCGLS7	282	290	230	236	0.6	0.6	110	114
SS108-C	Super Street 276/288 duration, .600" lift. Supercharger cam for ultimate high performance.	KVS4918 /KCGLS7	276	288	228	238	0.6	0.6	115	115
SS108-D	Super Street 274/282 duration, 0.580" Lift. LS2 6.0L all round high performance cam to suit auto or manual transmissions	KVS4918 /KCGLS7	274	282	226	232	0.58	0.58	112	116
SS108-E	Super Street 282/290 duration .610" lift. Great top end. Requires careful piston to valve clearance checking.	KVS4918 /KCGLS7	282	290	234	240	0.61	0.61	111	115
SS108-G	Super Street 294/306 duration, .630" lift. Race cam. Requires piston pockets. Great in LS7.	KVLSL1D /KCGLS7	294	306	244	254	0.63	0.63	108	116

Chevrolet Camshaft: Small Block V8 engines- Hydraulic Kelford Cams popular flat tappet hydraulic lifter cams that have been most successful and commonly requested over the years.

Part No.	Application	Vavle Spring Kit & Lifter Kit	Advertised Duration @ 0.006mm		Duration @ .05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust

105-A	252 Duration .401" lift H50 profile, strong torque in small CI engines, good economy	KVS4843	252	252	206	206	0.401	0.401	108	114
105-B	260 Duration .420" lift H60 profile, strong midrange power in 350 CI near stock engines	KVS4843	260	260	212	212	0.42	0.42	108	112
105-C	270 Duration .450" lift H70 profile, good midrange power in 383-400 CI engines, mild idle, stock converter	KVS4843	270	270	224	224	0.45	0.45	106	114
105-D	280 Duration .459" lift H80 profile, street machine cam, rough idle, 2500 converter	KVS4843	280	280	230	230	0.459	0.459	106	112
105-E	290 Duration .480" lift H90 profile, street machine cam, monster idle, big exhaust sound, 2800 converter	KVS4843	290	290	240	240	0.48	0.48	106	112
SX105-A	SX246, Fuel economy cam to suit small block Chevy V8 engines. 246 duration .420" lift 112 lobe separation.	KVS4843	246	246	202	202	0.42	0.42	108	114
SX105-B	SX250 High torque flat tappet hydraulic lifter camshaft. 250/256 duration, 440" lift, 110 lobe separation.	KVS4843	256	264	212	218	0.459	0.459	106	114
SX105-C	SX262, S/B Chevy high torque, mid range performer. 262/268 duration .470" lift, 110 lobe separation.	KVS4843	262	272	218	225	0.47	0.47	106	114
SX105-D	SX268 S/B Chevy street performance cam, largest cam for stock converter. 268/274 duration, .480" lift, 110 lobe separation.	KVS4843	268	276	224	230	0.486	0.486	106	114
SX105-E	SX280 S/B Chevy Muscle car cam, rough idle, needs 2500 converter. 280 duration, .500" lift, 109 lobe separation.	KVS4843	274	284	232	238	0.5	0.5	106	114
SX105-F	280/288 Duration .507" Lift. SX280 Street/strip high performance camshafts, rough idle, very strong midrange power, 2600 converter	986-16 Dual valve springs	280	288	236	240	0.507	0.507	106	112
SX105-G	286/294 Duration .515" Lift. SX286 Street/strip high performance camshafts, rough idle, very strong mid-top end power, 3000 converter	986-16 Dual valve springs	286	294	242	248	0.515	0.515	105	111
SX105-H	292/300 Duration .530" Lift. SX292 High performance racing camshafts, rough idle, very strong top end power, 3300 converter	986-16 Dual valve springs	292	300	248	254	0.53	0.53	104	110
SX105-X	Chevrolet Small Block V8 Custom Camshaft manufactured to your specifications	986-16 Dual valve springs								

Ford Top

Our range of cams to suit Ford 221-302 Windsor 8 cylinder Flat Tappet Hydraulic Lifter Engines (1963-1985). These cams feature ultra modern lobe designs that give you great throttle response and loads of power through the entire RPM range.

Part No.	Application	Rocker, Timing Set, Locks, Retainers	Advertised Duration		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
125-A	Ford 221-302 Windsor High performance Camshaft High torque, towing, smooth idle	1431/ 3120/ 648/ 768	248	248	202	202	0.445	0.445	110	112
125-B	Ford 221-302 Windsor High performance Camshaft Stage 1 upgarde, smooth idle Mild performance cam for stock / mild engines	1431/ 3120/ 648/ 768	252	252	206	206	0.445	0.445	107	113
125-C	Ford 221-302 Windsor High Performance Camshaft Mild Performance, good economy and idle	1431/ 3120/ 648/ 768	260	260	212	212	0.445	0.445	106	114
125-D	Ford 221-302 Windsor High performance Camshaft Hot street cam, strong midrange	1431/ 3120/ 648/ 768	264	270	218	224	0.48	0.48	106	114
125-E	Ford 221-302 Windsor High Performance Camshaft Street muscle cam, largest cam with stock converter	1332/ 3120/ 613/ 740	268	276	224	230	0.5	0.5	106	114
125-F	221-302 Windsor High Performance Camshaft Street/Strip, 2500 stall, rough idle, suites stroker	1332/ 3120/ 613/ 740	274	286	230	236	0.515	0.515	106	112
125-G	Ford 221-302 Windsor Racing camshaft Race cam, suites 351 or larger, 3000 converter, rough idle	1332/ 3120/ 613/ 740	284	296	240	246	0.54	0.54	106	112
125-X	Ford 221-302 Windsor High performance Camshaft Custom cams designed and manufactured to your specifications	1332/ 3120/ 613/ 740								

Our range for Ford 301-351 Cleveland Flat Tappet Hydraulic Lifter engines (1970 - 1982) featuring ultra modern lobe designs.

Part No.	Application	Vavle Spring Kit & Lifters	Advertised Duration		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
130-A	High performance Camshaft for 302-351 Ford Cleveland engines High torque, towing, good idle	CLEV00 /HT900-16	252	252	206	206	0.465	0.465	106	114
130-B	High performance Camshaft for 302-351 Ford Cleveland engines Mild performance cam, good idle, good torque	CLEV00	260	264	212	218	0.5	0.5	106	114
130-C	High performance Camshaft for 302-351 Ford Cleveland engines Mild street performer, slight idle	CLEV00	264	272	218	225	0.515	0.515	106	114
130-D	Racing Camshaft for 302-351 Ford Cleveland engines Our most popular clevo cam, great midrange power	924 /HT900-16	272	278	225	230	0.53	0.53	106	114

130-E	Camshaft for 302-351 Ford Cleveland engines Street/strip, rough idle, 2000+ stall	924 /HT900-16	278	286	230	236	0.55	0.55	105	111
130-F	Racing Camshaft for 302-351 Ford Cleveland engines Race cam, rough idle, 3000+ stal	924 /741	288	294	240	246	0.575	0.575	105	111
130-X	Racing Camshaft for 302-351 Ford Cleveland engines Custom cam designed and manufactured to your specifications									

Ford 4 Cylinder Camshaft: 1.6 & 2.0L Single OHC - Mechanical; This is Kelford Cams new range of High performance, road, rally and race proven camshafts for the popular Ford 2000 OHC engine as found in UK and European Ford Cortina, Capri, RS2000 Escort and Transit.

Part No.	Application	Vavle Spring Kit & Timing Set	Advertised Duration @ 0.02"		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
145-A	268/280 Duration .400" Lift. Ford 2000 OHC High Performance Camshaft, suits stock engine.	KVS4002 /CS42000	268	280	226	234	0.4	0.4	108	110
145-B	274/278 Duration, .450" Lift. Fast street performance camshaft, suits stock carb and stock compression ratio.	KVS4002 /CS42000	274	278	232	232	0.448	0.45	106	110
145-C	276/290 Duration, .475" Lift. Ultimate high torque rally cam for mild built engines.	KVS4002 /CS42000	274	284	236	245	0.424	0.424	105	109
145-D	290/294 Duration, .460" Lift. Ford 2000 OHC racing Camshaft. Suits high compression rally and race engines.	KVS4200 /CS42000	288	288	252	254	0.488	0.462	105	109
145-E	Rally cam, suits twin 40's, big valve head, etc.	KVS4200 /CS42000	288	288	254	254	0.46	0.46	104	108
145-F	310/312 Duration, .520" Lift. Racing camshaft for professionally built, highly modified engines.	KVS4200 /CS42000	315	315	272	272	0.52	0.52	100	107
145-X	Custom camshaft manufactured to you specifications to suit Ford 1.6 & 2.0L Single OHC engines									

Ford 4 Cylinder Camshaft: Cosworth BDA - Mechanical; The BDA was originally developed by Cosworth in association with Ford in 1969. Since then it has been used in many different configurations for many different racing classes. Today the 'BD' resurgence is bigger than ever and at Kelford Cams we still make many sets of these camshafts for all applications.

This is a mix of popular profiles from the past, and some new maximum velocity profiles that we have found work really well. RPM range and optimum lobe centrelines will vary depending on engine combination.

Part No.	Application	Vavle Spring Kit & Timing Set	Advertised Duration @ 0.01"		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
147-A	Mild street cams for stock engines		290	296	241	237	0.38	0.334	106	108

147-B	Racing Camshafts (one pair) to suit Ford Cosworth BDA BD2			292	292	246	246	0.344	0.344	106	106
147-C	308/295 Duration, .402"/.334" Lift. L1 / BD3 profiles			308	295	252	237	0.402	0.334	104	108
147-D	312/298 Duration, .418"/.398" Lift. Racing camshafts for Cosworth BD series engines			312	298	256	243	0.418	0.398	102	108
147-E	Racing Camshafts (one pair) to suit Ford Cosworth BDA New design, 1600 Rally application			312	290	256	242	0.418	0.38	102	108
147-F	322/308 Duration, .436"/.410" Lift. Cosworth BDA racing camshafts BD4 / L1 profiles			322	308	261	247	0.426	0.404	100	108
147-H	328 Duration, .448"/.426" Lift. Cosworth BDA racing camshafts, EA1/ BD4 profiles			325	328	269	261	0.448	0.426	100	106
147-I	325 Duration, .410" Lift. Cosworth BDP Formula Atlantic camshafts. Cosworth F1 profile.			325	325	269	269	0.4	0.4	100	103
147-J	328/325 Duration, .432"/.410" Lift. Cosworth BDP single seater race car profiles. High lift F1 profile on the intake side, genuine F1 on the exhaust.			328	325	271	269	0.432	0.4	100	103
147-X	Custom camshafts manufactured to your specifications to suit Ford Cosworth BDA engines										

Ford 4 Cylinder Camshaft: Lotus Twin Cam - Mechanical; The Ford Lotus Twin Cam was made from 1962-1974 and powered the Lotus Elan, Europa, Lotus Seven, Ford Cortina and Escort Twin Cam. We have been modifying and producing camshafts for this engine for close to forty years so we can help you achieve your desired result from your twin Cam.

This is a range of the most popular camshafts we have used in Lotus engines. RPM range and optimum lobe centrelines will vary depending on engine combination.

Part No.	Application	Vavle Spring Kit & Timing Set	Advertised Duration @		Duration @ 0.05" Cam Lift		Nett Valve Lift		Suggested Centerline		
			0.01"		Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	
148-A	272 Duration .355" Lift. Mild performance camshafts, Stage 1 upgrade for stock Lotus 125E engine.			272	272	230	230	0.347	0.347	107	111
148-B	278/284 Duration, .425"/.412" Lift. Mild performance street car camshafts for Lotus Cortina or Escort.			278	288	235	235	0.417	0.405	105	110
148-C	294/290 Duration, .430"/.412" Lift. Lotus 125E rally or race car camshaft for good mid range power.			292	292	243	244	0.422	0.404	103	110
148-D	300/307 Degree, .435"/.413" Lift Racing camshafts. Suits raised compression well built Lotus 125E engine.			302	302	253	253	0.425	0.401	103	108
148-E	300/312 Duration .440"/.410" Lift. Lotus 125E Racing Camshafts for well built engines			298	312	255	259	0.432	0.398	102	108

148-F	Racing camshafts to suit lightweight car with close ratio gear box, raised compression, well built cylinder head.			318	328	257	260	0.444	0.426	102	106
148-G	330 Duration .454" Lift. Lotus 125E Racing Camshafts, similar to BRM Phase 4. Race only camshafts, suits single seater race car with high compression.			328	328	264	264	0.444	0.444	100	104
148-H	325 Duration, .457" Lift. Wild performance camshafts for single seater racing cars. Similar to BRM Phase 4. Racing camshafts, suits high compression, well ported head, single seater race car.			328	328	268	268	0.447	0.447	100	104
148-I	335 Duration, .484" Lift. Racing camshafts for highly modified engines to suit single seater race cars only. Seriously large camshafts. For experienced engine builders only. Requires special head machining.			335	335	273	273	0.484	0.484	98	102
148-X	Custom camshafts manufactured to your specifications to suit Lotus twin cam engines										

early Anglia, Capri and Cortina were the 1200cc and 1500 cc versions. 1967 saw the evolution to a crossflow cylinder head design and this was offered in Cortina, Escort and Capri in 1100, 1300 and 1600cc versions. This

Part No.	Application	Vavle Spring Kit & Timing Set	Advertised Duration @ 0.015"		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
150-A	This camshaft is similar to the BCF2, it suits weber & extractors. Has a good idle quality and is not too bad on fuel. Ideal for those that want to keep it mild.	401 /CS3140	258	258	216	216	0.388	0.388	107	109
150-B	spring). Suits single downdraught Weber carb and gives really strong midrange power. Slightly lumpy idle but not a rough idle. Smooth idle when used with twin side draughts. Comparable performance to the well known Kent Cams 234	401 /CS3140	278	283	230	232	0.402	0.4	105	109
150-C	Ideal camshaft for mildly tuned engines, 145-155hp in 1600 X/flow engines, great throttle response and acelaration. Can be used on pump gas engines at 9.8/1 but is better at 11/1 compression. Requires piston pockets in X/flow engines.	KVS402 /CS3140	290	295	242	247	0.446	0.439	104	110
150-D	40 or 45mm carbs. The low advertised intake duration gives extremely good throttle response and the larger exhaust gives the required overlap to make good power and top end rpm.	KVS402 /CS3140	290	300	248	252	0.48	0.48	103	110
150-E	are fitted to light cars with close ratio gear boxes. 12/1 compression professionally built cylinder heads, Used widely in Classic Anglia's and Cortina's in the NZ Pre 65 racing class. New lobe design that is extremely kind on valve springs and is stable to high	KVS402 /CS3140	305	305	262	262	0.47	0.47	100	106
150-F	are fitted to light cars with close ratio gear boxes. 12/1 compression professionally built cylinder heads, Used widely in Classic Anglia's and Cortina's in the NZ Pre 65 racing class. New lobe design that is extremely kind on valve springs and is stable to high	KVS402 /CS3140	320	320	264	264	0.485	0.485	100	104
150-X	Custom camshaft manufactured to your specifications for Ford 109E - 116E Pushrod Engines									

Ford 6 Cylinder Camshaft: 3.0L ESSEX V6 - Mechanical; The Ford Essex V6 engine is a 60 degree V6 built between 1967 and 1988 in Ford's Dagenham factory in Essex, UK (hence the name). These camshafts are the most popular that we have used over the past years. We have many more profiles and can custom grind one off camshafts on request.

Part No.	Application	Vavle Spring Kit & Retainers	Advertised Duration @ 0.015"		Duration @ 0.05" Cam Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
152-A	Mild road Capri GT spec	KVS4002	264	300	216	220	0.396	0.396	109	109

152-B	Mild road performance	KVS4002	276	283	230	232	0.42	0.386	107	111
152-D	Mild rally cam	KVS4002 /RET2000	295	295	247	245	0.441	0.422	105	111
152-E	Rally / race	KVS4002 /RET2000	302	302	252	252	0.458	0.458	104	110
152-F	Race	KVS4002 /RET2000	305	305	262	262	0.449	0.449	103	109
152-G	Full Race	KVS4002 /RET2000	304	315	262	264	0.515	0.51	100	106
152-X	CUstom camshaft manufactured to your specifications to suit Ford 3.0L Essex V6 engines	KVS4002 /RET2000								

Honda Top

Honda Camshaft: B16A/B18C VTEC - Mechanical This range of camshafts is dyno and race proven. All profiles have a good balance between aggression and stability and can be used at very high RPM when combined with the correct valve train components. The VTEC ELIMINATOR cams are for serious top end HP only and must be installed by a professional engine builder.

Part No.	Application	Vavle Spring Kit	Duration @ 0.1 mm		Duration @ 1.0 mm		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
176-B	ULTIMATE STREET PERFORMANCE, requires computer and exhaust upgrade.	KVS18	284	280	254	248	11.8mm	11.30mm	104	106
176-C	Race / Rally cam for engines up to 2.0L These camshafts feature 'larger' primary and secondary lobes. This results in a very smooth power band for track racing cars. Requires fully programable ECU, 12/1 compression, (or more) deep piston pockets, optimised exhaust etc.	KVS18	294	286	264	256	11.8mm	11.30mm	102	104
176-R1	VTEC ALLMOTOR drag racing cams, require serious head modification, ideal for long stroke engines	KVS18-K	304	298	274	266	13.00mm	11.30mm	101	104
176-T	Street / Strip turbo cam. Kelford TX (Turbo Xtreme) profiles, reduce overlap and maintain max lobe area while retaining valve train control at high boost and rpm.	KVS18-K	284	274	254	246	11.25mm	11.00mm	108	115
176-X	Custom camshafts ground to your specifications to suit Honda B16A and B18C VTEC engines									

Honda Camshaft: H22A VTEC - Mechanical High RPM camshafts for H22A, The primary lobes feature more lift and duration than stock to enhance 'off VTEC' performance.

Part No.	Application	Vavle Spring Kit & Timing Kit	Duration @ 0.1 mm		Duration @ 1.0 mm		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
H176-B	Ultimate Street cam, requires computer and exhaust upgrade	KVS22 /991226	284	280	254	248	11.8mm	11.3mm	104	106
H176-C	Street/Strip or circuit racing camshafts These camshafts feature 'larger' primary and secondary lobes to boost performance in the 5000-7000 rpm range before switching to the main lobe. This results in a very smooth power band for track racing cars. Requires fully programable ECU, 12/1 compression, (or more) deep piston pockets, optimised exhaust etc	KVS22 /991226	294	286	264	256	11.8mm	11.3mm	102	104
H176-R1	VTEC ALLMOTOR Drag Racing camshafts, require serious head modifications, ideal for long stroke engines	KVS22 /991226	304	298	274	266	13.0mm	11.3mm	101	104
H176-T	Kelford TX (Turbo Xtreme) profiles, reduce overlap and maintain max lobe area while retaining valve train control at high boost and rpm.	KVS22 /991226	284	274	254	246	11.25mm	11.0mm	108	115
H176-X	Custom camshafts manufactured to your specifications to suit Honda H22A N/A engines									

Honda Camshaft: K20A / K24A2 i-VTEC - Mechanical Kelford have made super smooth profiles that take less 'torque' to turn so make more power while being easy on timing chains and easy on valve train parts.

Part No.	Application	Vavle Spring Kit	Duration @ 0.1 mm		Duration @ 1.0 mm		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust

			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
179-A	K20A / K24A2 i-VTEC stage 1 Camshaft set to suit stock valve springs. The primary and Intermediate lobes are fractionally larger than the TSX and the main lobe features mor area for increased mid and top end performance. Requires ECU Tune.	KVS79-K	302	298	260	254	12.2mm	11.2mm	Variable	105
179-B	Designed as a stage two racing camshaft set for the popular Honda K20a/K20Z & K24A2 engines. These camshafts offer large power gains in well built engines.		306	302	264	258	13.3mm	12.3mm	Variable	104
179-C	Warning. These are not for street cars, they are for serious competition engines that have been built and tuned professionally.		316	312	274	270	14.5mm	13.0mm	Variable	104
179-T1	Kelford Cams, turbo specific lobe designs feature aysemetrical valve motion to reduce the overlap area while retaining maximum area for improved cylinder fill (intake) and emptying (exhaust). Low lobes specifically designed to reduce compressor surge and high lobes tha promote massive power gains., A Kelford Turbo cam is a well thought out design to make your turbo'd K series driveable and efficient.		292	288	254	248	12.0mm	11.2mm	Variable	113

Mitsubishi Top

Mitsubishi Camshaft: 4G63 VR4 EVO1-3 - Hydraulic This range of hydraulic lifter cams is dyno and race track proven. The first generation of the DOHC 4G63T VR4 Galant through to EVO 3. Kelford Cams are the world leaders in 4G63 camshaft design. We are sure have a camshaft to suit your needs.

Part No.	Application	Valve Spring Kit	Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Valve Lift @ 1.73 Rocker Ratio		Centerline @ Full Lift		Valve Lift @ TDC	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
1-TX258	TX258, Fast street, stock turbo, or restrictor plate rally engine. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	258	264	208	220	10.50mm	10.50mm	107	111	0.81mm	0.96mm
1-TX264	TX264 The ULTIMATE EVO Cam for engines from 350-500HP. Great for street cars and track cars where low end throttle response and midrange torque are essential. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	264	260	216	216	11.00mm	10.35mm	107	113	1.10mm	0.70mm
1-TX272	The Best 272 degree cam on the market. These cams are ideal for street or strip applications making 400HP or more. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	272	272	226	226	11.00mm	11.00mm	107	113	1.52mm	1.00mm
1-TX280	TX-280, High HP Racing cams, suits built engines with GT37/82 or similar. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	280	276	238	230	11.50mm	11.00mm	107	115	2.09mm	1.00mm
1-TX288	TX288, Drag racing camshafts to suit high HP high boost professionally built drag racing engines. KCG63 Adjustable Cam Gears available.	ST-EVO-2 KVS63BTK	288	280	242	238	12.00mm	11.50mm	105	117	2.40mm	1.32mm
1-TX276HL	276/272 Duration, 12.50mm/12.00mm Lift. High lift track racing camshafts to suit engines running up to 30lb boost and 9000 RPM with our recommended valve spring	KVS63-BTK	276	272	234	230	12.5mm	12.0mm	106	115	1.98mm	1.03mm
1-TX284HL	284/280 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 30lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	284	280	242	238	12.50mm	12.00mm	106	116	2.36mm	1.21mm
1-TX294HL	294/292 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 45lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	294	292	250	244	12.50mm	12.00mm	106	117	2.69mm	1.35mm

Mitsubishi Camshaft: 4G63 EVO 4-7 - Hydraulic Kelford Cams TX series lobe designs are the best available featuring low seat timing and maximum valve area while retaining perfect valve control at high rpm. Custom one off confidential development for race teams is available, Highest quality camshafts ground on Toyoda CNC masterless cam grinder

Part No.	Application	Valve Spring Kit	Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Valve Lift @ 1.73 Rocker Ratio		Centerline @ Full Lift		Valve Lift @ TDC	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
4-TX258	TX258, Fast street, stock turbo, or restrictor plate rally engine. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	258	264	208	220	10.50mm	10.50mm	107	111	0.81mm	0.96mm
4-TX264	TX264 The ULTIMATE EVO Cam for engines from 350-500HP. Great for street cars and track cars where low end throttle response and midrange torque are essential. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	264	260	216	216	11.00mm	10.35mm	107	113	1.10mm	0.70mm
4-TX272	The Best 272 degree cam on the market. These cams are ideal for street or strip applications making 400HP or more. KCG63 Adjustable Cam Gears available.	KVS63BTK KVS63	272	272	226	226	11.00mm	11.00mm	107	113	1.52mm	1.0mm
4-TX280	TX-280, High HP Racing cams, suits built engines with GT37/82 or similar. KCG63 Adjustable Cam Gears available.	KVS63BTK	280	276	238	230	11.50mm	11.00mm	107	115	2.09mm	1.00mm
4-TX288	TX288, Drag racing camshafts to suit high HP high boost professionally built drag racing engines. KCG63 Adjustable Cam Gears available.	KVS63BTK	288	280	242	238	12.00mm	11.50mm	105	117	2.40mm	1.32mm
4-TX276HL	276/272 Duration, 12.50mm/12.00mm Lift. High lift track racing camshafts to suit engines running up to 30lb boost and 9000 RPM with our recommended valve spring	KVS63-BTK	276	272	234	230	12.5mm	12.0mm	106	115	1.98mm	1.03mm

4-TX284HL	284/280 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 30lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	284	280	242	238	12.50mm	12.00mm	106	116	2.36mm	1.21mm
4-TX294HL	294/292 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 45lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	294	292	250	244	12.50mm	12.00mm	106	117	2.69mm	1.35mm
Mitsubishi Camshaft: EVO 8 - Hydraulic Kelford Cams range of high quality camshafts for Mitsubishi EVO 8, ground on a masterless Toyoda CNC camshaft grinder												
Part No.	Application	Valve Spring Kit	Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Valve Lift @ 1.73 Rocker Ratio		Centerline @ Full Lift		Valve Lift @ TDC	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
8-TX258	TX258, Fast street, stock turbo, or restrictor plate rally engine. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	258	264	208	220	10.50mm	10.50mm	107	111	0.81mm	0.96mm
8-TX264	TX264 The ULTIMATE EVO Cam for engines from 350-500HP. Great for street cars and track cars where low end throttle response and midrange torque are essential. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	264	260	216	216	11.00mm	10.35mm	107	113	1.10mm	0.70mm
8-TX272	The Best 272 degree cam on the market. These cams are ideal for street or strip applications making 400HP or more. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	272	272	226	226	11.00mm	11.00mm	107	113	1.52mm	1.00mm
8-TX280	TX-280, High HP Racing cams, suits built engines with GT37/82 or similar. KCG63 Adjustable Cam Gears available.	KVS63BTK	280	276	238	230	11.50mm	11.00mm	107	115	2.09mm	1.00mm
8-TX288	TX288, Drag racing camshafts to suit high HP high boost professionally built drag racing engines. KCG63 Adjustable Cam Gears available.	KVS63BTK	288	280	242	238	12.00mm	11.50mm	105	117	2.40mm	1.32mm
8-TX276HL	276/272 Duration, 12.50mm/12.00mm Lift. High lift track racing camshafts to suit engines running up to 30lb boost and 9000 RPM with our recommended valve spring	KVS63-BTK	276	272	234	230	12.5mm	12.0mm	106	115	1.98mm	1.03mm
8-TX284HL	284/280 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 30lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	284	280	242	238	12.50mm	12.00mm	106	116	2.36mm	1.21mm
8-TX294HL	294/292 Duration, 12.50mm/12.00mm Lift. High lift drag racing camshafts to suit engines running up to 45lb boost and 9500 RPM with our recommended valve spring	KVS63-BTK	294	292	250	244	12.50mm	12.00mm	106	117	2.69mm	1.35mm
Mitsubishi Camshaft: EVO 9 MIVEC - Hydraulic Kelford Cams world leaders in high performance Mitsubishi camshafts, now available for the EVO 9 MIVEC.												
Part No.	Application	Valve Spring Kit	Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Valve Lift @ 1.73 Rocker Ratio		Centerline @ Full Lift		Valve Lift @ TDC	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
9-TX258	TX258, Fast street, stock turbo, or restrictor plate rally engine. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	258	264	208	220	10.50mm	10.50mm	130	111	0.05mm	0.96mm
9-TX264	TX264 The ULTIMATE EVO Cam for engines from 350-500HP. Great for street cars and track cars where low end throttle response and midrange torque are essential. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	264	260	216	216	11.00mm	10.35mm	130	113	0.12mm	0.70mm
9-TX272	The Best 272 degree cam on the market. These cams are ideal for street or strip applications making 400HP or more. KCG63 Adjustable Cam Gears available.	KVS63BTK /KVSBK	272	272	226	226	11.00mm	11.00mm	130	113	0.23mm	1.00mm
9-TX280	TX-280, High HP Racing cams, suits built engines with GT37/82 or similar. KCG63 Adjustable Cam Gears available.	KVS63BTK	280	276	238	230	11.50mm	11.00mm	130	115	0.37mm	1.00mm
9-TX288	TX288, Drag racing camshafts to suit high HP high boost professionally built drag racing engines. KCG63 Adjustable Cam Gears available.	KVS63BTK	288	280	242	238	12.00mm	11.50mm	130	117	0.48mm	1.32mm
Mitsubishi Camshaft: 4B11 EVO X - Mechanical Kelford Cams, world leader in camshaft design and manufacture for high performance Japanese engine makes is set to release their new 4B11 camshafts. Utilising ultramodern design principles, casting techniques and state of the art CNC grinding, these camshafts will again lead the way in EVO engine development.												

Nissan Top

Nissan Camshaft: SR16VE / SR20VE P11/P12 - Mechanical Kelford Cams new range of high performance camshafts for Nissan SR-VE engines. These engines have potential to make as much or maybe more power than the Honda VTEC series. The low velocity intake system on these engines makes cam choice tricky, these engines respond well to plenty of overlap and good merge collector exhausts that help initiate intake charge momentum during the overlap period.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
184-A	Nissan SR20VE stage one upgrade, same spec big lobes as SR16VE, but upgraded small lobes.	KVS22	316	292	252	246	10.90mm	10.75mm	106	108
184-B	Nissan N1 spec	KVS22	324	300	255	252	12.00mm	11.90mm	104	109
184-C	NEW DESIGN SR20VE Racing Camshafts, designed for top end performance, suits 11.5/1 or higher compression	KVS22	314	312	266	262	12.50mm	11.80mm	104	104
184-D	Nissan N1 with 20V side lobes	KVS22	324	300	255	252	12.00mm	11.90mm	102	104

Nissan Camshaft: GTi-R RNN14 (Mechanical lifter) TURBO - Mechanical This range of camshafts suits the solid lifter GTiR Pulsar RNN14 engines or SR20DET engines that have been converted to solid lifter.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
186-A	Circuit and Drag race, mid range and top end power, suits modified head, turbo & ECU upgrade	ST-SR-2 KVS22	270	270	232	232	11.78mm	11.70mm	108	116
186-B	Circuit and Drag race, mid range and top end power, suits modified head, turbo & ECU upgrade	ST-SR-2 KVS22	272	276	232	238	12.10mm	11.70mm	108	117
186-C	Serious Drag race	ST-SR-2 KVS22	284	290	242	248	12.5mm	12.1mm	110	118
186-D	Serious drag race, High RPM Methanol engine	ST-SR-2 KVS22	294	300	250	256	12.50mm	12.10mm	110	122
186-X	Custom camshaft set manufactured to your specifications to suit Nissan GTi-R RNN14 (Mechanical lifter) Turbo engines									

Nissan Camshaft: SR20-DET S13 (Hydraulic lifter) TURBO - Hydraulic Kelford Cams new range of street and race track proven camshafts for S13 non NVCS SR20DET engines, Low seat to seat duration for fast spool ...Ultimate DRIFT designs.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
188-A	Mild street, suits boost increase, good midrange	KVS93	260	266	218	222	11.80mm	11.00mm	108	112
188-B	Ultimate drift spec, Fast street, ECU & Turbo upgrade required	KVS93	268	272	226	230	12.00mm	11.50mm	108	112

188-C	SR20 280 degree hydraulic lifter cams, suit Street / Strip engines with large turbo & ECU upgrade	KVS93	280	280	236	236	12.50mm	12.00mm	108	115
188-X	Custom camshaft set manufactured to your specifications to suit SR20DET hydraulic lifter S13 Silvia engines									

Nissan Camshaft: SR20DE/T S14 & S15 NVCS - Hydraulic This is a new range of high performance camshafts from Kelford Cams to suit the S14 & S15 with SR20DE and DET (turbo and non turbo) engines with variable intake cam system(NVCS)

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
V-188-A	Mild street, suits boost increase, good midrange	KVS93	260	266	218	222	11.80mm	11.00mm	130	112
V-188-B	Ultimate drift spec, Fast street, ECU & Turbo upgrade required	KVS93	268	272	226	230	12.00mm	11.50mm	130	112
V-188-C	SR20 280 degree hydraulic lifter cams, suit Street / Strip engines with large turbo & ECU upgrade	KVS93	280	280	236	236	12.50mm	12.00mm	130	115
V-188-X	Custom camshaft set manufactured to your specifications to suit SR20DE & SR20DET Silvia S14 & S15 NVCS engines									

Nissan Camshaft: RB20DE/T & RB25 DE/T R31 & R32 - Hydraulic Kelford Cams new range of high performance camshafts to suit hydraulic lifter RB20 & RB25 engines, these camshafts suit turbo and non turbo applications, they do not suit the R33 or R34 NVCS engines.

Part No.	Application	Valve Spring Kit	Duration @ 0.1 mm Valve Lift		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
H182-A	Hot street performance, stock tiurbos and stock ECU.	KCG26	258	258	212	216	8.70mm	8.70mm	112	112
H182-B	Drift spec, low duration, low overlap, maximum velocity, for ultimate throttle response	KCG26	262	262	222	222	9.30mm	9.30mm	108	114
H182-C	High lift racing cams, low seat duration & maximum velocity to suit street, drift, and track applications. Requires machining for lobes to clear head casting	KCG26	264	272	226	232	10.00mm	10.00mm	110	114
H182-D	High lift street / strip racing cams, suit large turbo, well built engine. Requires machining for lobes to clear head casting.	KCG26	272	278	232	238	10.00mm	10.00mm	112	116
H182-X	Custom camshafts manufactured to your specifications to suit RB20&25 DE&DET engines	KCG26								
HL182-A	RB20/25DE-T drop in 264 degree street performance cams, no cylinder head clearancing needed. These cams do not suit the R33 or R34 NVCS engines.	KCG26	264	264	216	216	9.35mm	9.35mm	110	114
HL182-B	RB20/25DE-T 272 degree street / strip cams, no cylinder head clearancing needed. These cams do not suit the R33 or R34 NVCS engines.	KCG26	270	270	226	226	9.35mm	9.35mm	110	114

T2-189-A	Nissan 350z REV-UP TURBOCHARGED Stage 1 cam set suits mild engine builds, and ultimate street performance.		266	260	222	216	10.20mm	9.70mm	125	125
T2-189-B	Nissan 350z REV-UP TURBOCHARGED Stage 2 cam to suit super lap or wild street performance.		272	272	232	232	11.00mm	11.00mm	125	125
T2-189-C	Nissan 350z REV-UP, TURBOCHARGED Stage 3 cam set to suit fully built competition racing engine builds.		288	288	246	246	11.50mm	11.50mm	125	125
T2-189-X	Custom camshaft set manufactured to your specifications to suit Nissan VQ35 Turbo Generation 2 (REV UP) engines for 350Z									

Nissan Camshaft: VQ35 Gen1 (350Z) - Mechanical Kelford Cams new range of proven performance camshafts for the early model Nissan 350Z with variable intake cam and fixed exhaust cam position.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.3 mm		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
189-A	Nissan 350z Stage 1 cam to suit mild normally aspirated engine builds, for fast street performance		266	260	222	216	10.20mm	9.70mm	125	116
189-B	Nissan 350z Stage 2 cam to suit strong normally aspirated engine builds, ideal spec for ultimate n/a street performance or Time Attack competition.		282	272	240	232	11.50mm	11.00mm	125	112
189-C	Nissan 350z Stage 3 cam to suit ultimate fully modified normally aspirated engine builds, high compression, Cosworth manifold or individual runner system. for racing only.		302	292	256	250	11.50mm	11.00mm	125	110
189-X	Custom camshaft set manufactured to your specifications to suit Nissan VQ35 NA Generation 1 engines for 350Z									
T-189-A	TURBOCHARGED Nissan 350z Stage 1 cam to suit mild engine builds, and ultimate street performance		266	260	222	216	10.20mm	9.70mm	125	116
T-189-B	TURBOCHARGED Nissan 350z, Stage 2 cam to suit super lap or wild street performance		272	272	232	232	11.00mm	11.00mm	125	116
T-189-C	TURBOCHARGED Nissan 350z Stage 3 cam to suit fully built competition racing engine builds.		288	288	246	246	11.50mm	11.50mm	125	120
T-189-X	Custom camshaft set manufactured to your specifications to suit Nissan VQ35 Turbo Generation 1 engines for 350Z									

Nissan Camshaft: KA24 DE / DET - Mechanical Kelford Cams, new range of high performance camshafts for the popular Nissan KA24 engines, for turbo and non turbo applications.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.3 mm		Duration @ 1.00 mm Valve Lift		Nett Valve Lift		Suggested Center Lines	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
213-A	Nissan KA24 DET, stage 1 turbo camshaft set, drop in cams on stock valve springs		260	260	222	222	9.38mm	9.38mm	110	112

This range of Kelford high performance camshafts is to suit what we call the JDM Version 7-10 EJ20 engines with Subaru's awesome AVCS (Active Valve Control System). The cams are easily identified by the triggers on the rear of the intake cams, they are machined to have four protruding 'paddle wheel' style triggers. If your engine has the three 'keyway / slot' style triggers, you need to see our EJ25 range with the R-199 part numbers.

This range of camshafts feature high velocity lobes that have a wider 'sweep' across the cam bucket, therefore these camshafts can only be used on shimless buckets or buckets that have the shim underneath. These profiles can not run on the earlier 1999-2001 Version 5-6 buckets that have the shim on top.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.25 mm		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
V2-199-A	Street race camshafts that suit AVCS with mild engine modifications and stock or slight turbo upgrade.	KVS109-STI	256	260	218	222	9.55mm	9.50mm	130	113
V2-199-B	Racing camshafts to suit AVCS engines, works well in near stock engines but with turbo and ecu upgrade, ideal for 350-500hp road car or track day applications.	KVS109-STI	264	260	225	222	10.70mm	10.20mm	130	113
V2-199-C	Racing camshafts to suit AVCS engines with serious engine modification. Suits engine builds and turbo sizing from 400-650hp. Requires slight cylinder head, cam cap clearancing.	KVS109-STI	272	268	232	228	11.30mm	10.50mm	130	113
V2-199-D	Drag Racing camshafts to suit AVCS engines with serious engine modification and large turbo. Requires cylinder head modification to fit.	KVS-STIDTK KVS109-STI	280	278	240	236	11.55mm	11.00mm	130	113
V2-199-X	Custom camshaft manufactured to your specifications to suit Subaru EJ20 JDM AVCS Ver 6-9 engines	KVS-STIDTK KVS109-STI								

This range of Kelford Camshafts suit the Version 5-6 engines that do not have AVCS.

In this range we list camshafts to suit the stock bucket with shim on top and also some higher lift versions that suit engine builders that change to the 'shimless' buckets. The cams for shimless buckets can not be used on the conventional shim on top system.

We believe that Kelford Cams make the best high performance Subaru camshafts available. All of these cams are manufactured in-house using ultra modern design systems and ground using masterless CNC grinders with CBN cutting wheel technology for superior quality and consistency.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.25 mm		Duration @ 1.0 mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
199-B	Fast street, high torque cams to suit stock engines, requires shimless or shim under buckets / ideal in 36mm restrictor rally car engines.	KVS109-STI	256	264	218	222	9.35mm	9.35mm	110	112
199-C	264 Hot street cam, suits turbo upgrade. Fantastic street performance or track day camshaft.	KVS109-STI	268	264	226	222	10.30mm	10.00mm	110	112
199-E	272 Race cams, suits built engine, storker kit, nitrous etc. Street / Strip performance cam for engines 450-600+hp.	KVS109-STI	274	270	232	228	10.60mm	10.60mm	110	113
199-J	Race & Rally, High lift low duration, Rally Car / Time attack camshafts, Requires shimless or shim under buckets.	KVS109-STI	264	260	225	222	10.70mm	10.20mm	110	113
199-K	High lift 272, needs cylinder head modification to fit, must use shimless or shim under bucket	KVS109-STI	272	268	232	228	11.30mm	10.50mm	110	113

Toyota Top

This is our new range of cams for 1FZ-FE engines.

Part No.	Application	Valve Spring Kit	Advertised Duration		Duration @ 1mm Valve Lift		Nett Valve Lift		Suggested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
225-A	264 Duration, 9.7/9.65mm Lift. Stage 1 high performance cams to suit stock engines		264	264	225	225	9.70mm	9.650mm	107	107
225-B	270 Duration, 9.65mm Lift. Stage 2 high performance cams to suit mildly modified engines		270	270	232	232	9.650mm	9.650mm	107	107
225-C	284 Duration, 10.6/10.55mm Lift. Stage 3 high performance cams to suit well modified engines		284	284	246	246	10.60mm	10.550mm	104	107
225-T1	276/284 Duration, 10.35/10.55mm Lift. 1FZ-FE TURBO high performance cams to suit high HP engine builds		276	284	238	246	10.350mm	10.550mm	110	115
225-X	Custom camshafts manufactured to you specifications to suit Toyota 1FZ-FE engines									

These cams are available for all applications wether it be twin turbo drag cars, supercharged boats or road cars, NZ stock cars, or street machines. we have hundreds of grinds for these cams so can do anything you desire. We will also realease for sale very shortly our complete adjustable timing set containing the two front wheels and the two centre gears to make separation adjustable. we have in stock shim under bucket kits with retainers and single or dual valve springs. we will list our most popular cam options here shortly, but these cams are available now in any spec you want. please contact us for more detail

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.3mm		Duration @ 1mm Valve Lift		Nett Valve Lift		Suggested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
207-A	Lexus 1UZ-FE, mild road or jetboat stage one upgrade, suits stock valve springs	KVS1UZ	268	274	206	222	8.12mm	8.00mm	109	111
207-C	Toyota / Lexus 1UZ-FE 264 degree mild road cams	KVS1UZ	264	264	224	224	9.36mm	9.36mm	108	108
207-D	Lexus 1UZFE, Fast street cams for individual runner engines, 5 speed manual, good exhaust, ECU upgrade.	KVS1UZ	272	272	232	232	9.60mm	9.60mm	106	108
207-E	286 Duration, 9.50mm Lift. 1UZFE Stage 1 race cams, suits good exhaust, requires ECU upgrade.	KVS1UZ	286	286	246	246	9.65mm	9.65mm	104	104
207-F	Lexus / 1UZFE 298 Duration, 10.35/9.30mm lift. 1UZFE Stage 1 race cams to suit engines with stock shim over buckets	KVS1UZ	298	298	243	246	10.35mm	9.30mm	102	104
207-G	Lexus / 1UZFE, 294 Duration, 10.70/10.35mm Lift. 1UZFE, Super stock fully modified engine, 430+HP, must use shim under bucket set up	KVS1UZ	294	294	249	243	10.700mm	10.350mm	100	102
207-SC	Toyota / Lexus 1UZ-FE, camshafts to suit Supercharger. Ideal for jet boat and fast road car applications. Requires ECU upgrade	KVS1UZ	260	268	220	228	9.55mm	9.50mm	110	117

207-T1	Lexus 1UZ-FE with turbocharger, street strip or boat applications	KVS1UZ	264	264	224	224	9.35mm	9.35mm	109	114
207-X	Custom Camshaft set manufactured to your specifications to suit Toyota/Lexus 1UZ-FE engines	KVS1UZ								

Toyota Camshaft: 2RZ / 3RZ - Mechanical Kelford Cams range of innovative design camshafts for Toyota 2RZ (2400cc) and 3RZ (2700cc) engines. These engines are great for swapping into any small rwd car for racing applications. The 3RZ with its 95mm bore and stroke makes for a very powerful turbocharged engine for use on the strip.

Part No.	Application	Valve Spring Kit	Advertised Duration		Duration @ 1mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
180-A	Toyota 2RZ/3RZ, Stage one racing camshaft for turbocharged engines.		264	272	228	232	9.65mm	9.65mm	107	116
180-B	Toyota 2RZ/3RZ, Stage two racing camshaft for turbocharged engines 450+ hp range.		272	278	236	240	9.95mm	9.95mm	110	118
180-C	Toyota 2RZ/3RZ, Stage three racing camshaft for turbocharged engines 700+ hp range.		290	290	252	252	10.30mm	10.00mm	110	118
180-X	Toyota 2RZ/3RZ, CUSTOM racing camshafts. Designed by us to suit your specific needs									

Supra / 2JZ TURBO - Mechanical This is our latest range of dyno and race proven camshafts for the Toyota 2JZ DOHC 24V engine. RPM range will vary depending on engine modification and turbo sizing

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.3mm		Duration @ 1mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
T202-A	High performance street cams for a near stock engine. Suits up to 30 lb boost and 7000 rpm with our recommended valve spring.	KVS02	248	248	210	210	8.70mm	8.70mm	109	119
T202-B	Street performance cams, turbo and computer upgrade	KVS02	260	260	222	222	9.35mm	9.35mm	108	119
T202-C	Street, Strip, Time Attack, Circuit applications, well built engines, top end high HP cams	KVS02	264	272	228	232	9.65mm	9.65mm	107	116
T202-D	Street / Strip applications, well built engines, top end high HP cams.	KVS02	272	278	236	240	9.95mm	9.95mm	110	120
T202-E	Drag Racing, well built engines, top end high HP cams, suits methanol.	KVS02	290	290	252	252	10.30mm	10.00mm	110	120
T202-X	Custom Camshafts designed to your specifications to suit Toyota 2JZ-GTE (Supra) engines	KVS02								

4A-GE 16v (shim under bucket) - Mechanical; Maximum Velocity racing cams for Toyota 4A-GE engines. These cams must use our bucket, retainer and valve spring package that is available on the optional products page once you have made your camshaft selection

Part No.	Application	Valve Spring Kit	Advertised Duration	Duration @ 1mm Valve Lift	Nett Valve Lift	Sugested Centerline
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			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
193HV-A	Rally cam, suits big valve head, high compression etc	KVS101DTK	290	282	248	240	10.30mm	10.10mm	99	105
193HV-B	Race cam, suits professionally built competition engine	KVS101DTK	300	294	258	248	10.50mm	10.25mm	99	103
193HV-C	AllMotor Drag race or Single seater circuit car	KVS101DTK	318	304	272	262	11.00mm	10.10mm	98	103
193HV-T	TURBO cam for all out drag racing	KVS101DTK	284	268	240	226	10.15mm	8.75mm	108	118
193HV-X	Custom camshafts manufactured to your specifications to suit Toyota 4AGE 16V engines with shim under bucket conversion									

4A-GE 16v (stock shim) - Mechanical: A selection of camshafts that we have had great success with over the recent years, maximum performance without changing to the shim under design.

Part No.	Application	Valve Spring Kit	Advertised Duration		Duration @ 1mm Valve Lift		Nett Valve Lift		Suggested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
193-A	Fast street cam, can run stock ECU	KVS101-16	266	262	226	220	8.59mm	8.20mm	108	110
193-B	Rally cam, great midrange power	KVS101-16	284	278	244	236	9.20mm	8.50mm	104	106
193-C	Race cam, suits, high comp, ported head etc	KVS101-16	298	288	254	244	9.52mm	9.15mm	100	104
193-D	Full Race, suits single seater or sports car	KVS101-16	314	308	272	266	10.00mm	9.35mm	99	104
193-T	TURBO cam, reduced overlap, suits street and race.	KVS101-16	262	266	220	226	8.25mm	8.25mm	108	116
193-X	Custom camshafts manufactured to your specifications to suit Toyota 4AGE 16V engines with stock shims	KVS101-16								

Toyota Camshaft: 4A-GE, 20 VALVE - Mechanical The range of 20 valve camshafts listed here feature new purpose built profiles that maximise lobe area on these small bucket engines

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.1mm		Duration @ 1mm Valve Lift		Nett Valve Lift		Suggested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
194-A	Fast street cams	KVS51B	264	264	228	228	8.20mm	8.15mm	Variable	106
194-B	Rally cam, great power gains across the entire rev range	KVS51B	270	270	232	232	8.71mm	8.66mm	Variable	105

194-C	Mid lift Racing Camshafts, great top end performance	KVS51B	284	278	248	242	9.30mm	8.50mm	Variable	105
194-D	Racing Camshafts, great performance in light cars, top end power	KVS51B	290	284	250	248	10.00mm	9.30mm	102	105
194-E	Ultimate Racing Camshafts, suit high RPM, high compression, built engines	KVS51B	302	290	266	250	10.50mm	10.00mm	100	105
194-TA	264 Duration, 8.20mm Lift. 20 Valve 4A-GE turbo cams, requires adjustable cam gears and aftermarket fully programable ecu	KVS51B	264	264	228	228	8.20mm	8.20mm	111	113
194-X	Toyota 4AGE 20V Custom Camshaft manufactured to your specifications									

3S-GE (Gen 2) shim over bucket - Mechanical; Kelford Cams range of High Performance street and racing camshafts for the early small shim Toyota 3S-GE. These cams feature modern max area lobe design. Many more cam combinations available, contact us if you require something special for your application.

Part No.	Application	Valve Spring Kit	Advertised Duration @ 0.3mm		Duration @ 1mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust
2-195-A	Ultimate street cam or club race	KVS109-3S	276	270	240	232	9.90mm	9.60mm	103	107
2-195-B	Rally cams, good midrange power in mild engines	KVS109-3S	290	274	252	236	10.60mm	9.90mm	100	105
2-195-C	Rally or circuit racing, ported head, 45mm throttles etc.	KVS109-3S	300	286	260	248	10.60mm	9.90mm	99	104
2-195-D	Super Race cams, suit: light car, high comp, big valves etc	KVS109-3S	314	302	272	262	10.60mm	10.25mm	99	102
2-195-TA	3S-GTE Turbo cams for Street performance engines with stock turbo.	KVS109-3S	258	258	222	222	9.30mm	9.30mm	110	112
2-195-TB	3S-GTE Turbo serious street performance, turbo and ecu upgrade required	KVS109-3S	270	270	232	232	9.60mm	9.60mm	108	116
2-195-TC	3S-GTE Turbo Drag cams, high HP, top end RPM	KVS109-3S	278	278	240	240	9.90mm	9.90mm	105	115
2-195-X	Custom Camshafts manufactured to your specifications to suit Generation 2 Toyota 3SGE & 3S GTE engines	KVS109-3S								

3S-GE (Gen 3) shim under bucket - Mechanical; Kelford Cams range of High Performance street and racing camshafts for the early small shim Toyota 3S-GE. These cams feature modern max area lobe design. Many more cam combinations available, contact us if you require something special for your application.

Part No.	Application	Valve Spring Kit	Advertised Duration		Duration @ 1mm Valve Lift		Nett Valve Lift		Sugested Centerline	
			Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust	Inlet	Exhaust

3-195-A	Rally cam, suits big valve head, high compression etc	KVS109-3S	284	276	248	240	10.50mm	10.20mm	103	105
3-195-B	Race cam, suits professionally built competition engine	KVS109-3S	296	284	258	248	11.20mm	10.50mm	100	104
3-195-C	All Motor Drag race or lightweight race car, 12.5/1+ and close g/box	KVS109-3S	307	300	273	261	12.25mm	10.65mm	98	102
3-195-TA	3S-GTE TURBO cams for serious street performance engines, suit 400hp turbo upgrade.	KVS109-3S	262	262	224	224	10.50mm	10.00mm	110	114
3-195-TB	3S-GTE TURBO cam for well built engines with 450-600HP turbo.	KVS109-3S	272	272	232	232	10.80mm	10.80mm	108	114
3-195-TC	3S-GTE TURBO cam for all out drag racing, High RPM, 700+ hp turbo sizing.	KVS109-3S	280	280	240	240	11.30mm	10.80mm	108	116
3-195-X	Custom Camshafts manufactured to your specifications to suit Generation 3 Toyota 3SGE & 3S GTE engines	KVS109-3S								