Cam Profiles by Manufacturer

		Lobe Lift	Valve lift @ 1.46:1	Valve lift @ 1.55:1	Advertised Duration (I/E)	Duration @ 0.050"	Intake open (BBDC)	Intake close (ATDC)	Exhaust open (BTDC)	Exhaust close (ABDC)	Lobe Center Angle	RPM	Notes
Stock	PI (UK)	0.250	0.365	0.388	280		35	65	65	35	105		1969-1971
	PI (UK)	0.240	0.350	0.372	256		18	58	58	18	110		Post 1971
	Carb (USA)	0.220	0.321	0.341	240		10	50	50	10	110		Early TR6/GT6
	Carb (USA)	0.240	0.350	0.372	256		18	58	58	18	110	2000-5000	Post 1972
Ted Schumacher (TSI)													
	S2	0.279	0.407	0.432	282		31	71	71	31	110	3500-6000	Good for street
	S4	0.283	0.413	0.439	293		42	71	71	42	104.5	4200-6500	Marginal for street
	TSI275-6	0.293	0.428	0.454	275							3000-6500	Flat power curve
PRI (Performance Research Industries)	Stage 2	0.297	0.434	0.460	282								
Ken Gillander (British Frame and Engine)	Profile #149	0.274	0.400	0.425	282						110		Good street racer, slight lope @ 800rpm
	Profile #150	0.274	0.400	0.425	292						110		Unsteady idle
	Profile #300	0.342	0.499	0.530	300		45	77	85	37	109		JK Jackson cam, too much with roller rockers
American Cams	M-26	0.310	0.453	0.481	290		35	75	75	35	105		Very aggressive for street
TriumphTune	Road 83	0.288	0.420	0.446	266		30	56	74	28	104	2200-5200	max bhp @ 4750
	Fast Road 83	0.288	0.420	0.446	280		37	63	74	28	107.5	2500-6000	max bhp @ 5250
	Fast Road	0.270	0.394	0.419	280		30	70	70	30	110	2500-5500	max bhp @ 5500
	Fast Road 89	0.293	0.428	0.454	290		34	76	58	34	106	2750-6250	max bhp @ 5750
	Sprint 83	0.275	0.401	0.426	288		34	74	74	34	110	2700-5750	max bhp @ 5750
	Sprint	0.274	0.400	0.425	288		38	70	70	38	106	3000-6500	max bhp @ 5750
	Race	0.280	0.409	0.434	302		42	80	74	48	106	3500-6500	max bhp @ 6000
	Race 83	0.302	0.441	0.468	290		42	68	78	32	108	3300-6500	max bhp @ 6000
	Race 86	0.290	0.423	0.450	320		54	86	86	54	106	3400-7000	max bhp @ 6250
Richard Good (GoodParts)	GP2	0.258	0.377	0.400	278							2000-5500	No lope at idle
	GP3	0.282	0.412	0.437	288							2500-6000	Nice lope @ idle
Isky	Z-19	0.274	0.400	0.425	268		24	64	64	24	110		Road/race, regrind only
	Z-66+10	0.309	0.451	0.479	282		31	71	71	31	110		Competition, regrind only
Web Cams	#84	0.273	0.398	0.423	248	214							Good alround cam, broad power, for stock engines
	#7	0.288	0.420	0.446	260	232							Improved mid-range and top-end for hot streetb engines
	#1	0.298	0.435	0.462	290	252							Strong mid-range and top-end for racing engines
Elgin Cams	TR250	0.214	0.312	0.347	233	193							Stock replacement for TR250, very early TR6
	TR6	0.244/0.241			246/245	209/204							Stock replacement for late TR6
	64.5-12	0.251	0.366	0.389	258	204							Street performance
	TR3/TR4	0.262	0.383	0.406	264	217							TR3/TR4 profile for TR6, street performance
	TR5	0.255	0.372	0.395	269	226							Stock replacement for TR5
	67-18	0.289	0.422	0.448	268	222							Performance street, 9:1, springs
	70-9	0.262	0.383	0.406	280	228							Hot street, 9.5:1, max cam w/o bearings
	715-18	0.305	0.445	0.473	286	245							Hot street, headers, 10:1
	75-12	0.300	0.438	0.465	300	250							Full race, 12:1, head work
	77-9	0.312	0.455	0.484	308	256						5000+	Road race
APT Camshafts	TR26	0.256	0.374	0.397	278							2000-6000	Performance
	TR56	0.290	0.423	0.450	276							2500-6800	Hot street
	TR66	0.308	0.450	0.477	284							3200-7700	Vintage race
	TR76	0.324	0.473	0.502	295							3800-8000	Full race