

Twin Cam Conversion Kits *Complete!* Camshaft Upgrades for all 1999-2006 Engines (Does not apply to 2006 Dyna)



Eliminate old style chain adjusters!
Conversion camshaft kits are available for all '99-2006* twin cam engines. (New '07 chain adjusters operate with engine oil pressure to maintain proper cam chain tension). Andrews Products conversion cam kits are available complete with all necessary parts as shown in picture. Kits include new HD high capacity '07 style oil pump and matching cam support plate!

***For 2006, only Dyna Glide engines were made with new hydraulic roller chain cam adjusters!**

Conversion cam kits are complete as shown. All necessary parts are included. Rear cam bearing diameter on conversion cams = .875"

Stock HD camshafts cannot be used for roller chain conversions!

1999-2001 kit:..... Part# 288999

2002-2006 kit:..... Part# 288902

NOTE: "N" cams cannot be installed with early Screaming Eagle cam support plate (HD part # 25284-08)!

Camshafts on all 1999-2006 H/D 88 engines (except 2006 Dyna) can be updated to new style roller chain drives. Cam grinds listed below are designed for stock H/D hydraulic lifters. Engines converted to '07 type cams and chain drives will have more power due to less power loss from old style spring powered chain tensioners. Installing '07 roller chains on '99-'06 engines requires Andrews "N"

series camshafts as listed below. EZ-install pushrods are available from Andrews Products. EZ-install pushrods do not require removal of gas tanks or rocker boxes when installing bolt-in camshafts.

Installation requires conversion kit parts and one set of "N" series camshafts with part numbers as listed below:

Part#	Grind	Timing(*)	CL	Duration		Valve Lift	Lift @ TDC	Springs	Application
				.053	.020				
Stock 88 Carburetors	(A)	-02/38 42/-03	110 112.5	216 219	255 259	.473 .474	.072 .110	Stock	Stock cam data listed for '99-'06 carbureted engines. (Stock engine output is approximately 62 HP).
Stock 88 Injectors	(B)	02/34 42/-03	106 112.5	216 219	255 259	.473 .474	.087 .110	Stock	Stock cam data listed for '99-'06 fuel injected engines. (Stock engine output is approximately 62 HP).
216812	12N	02/34 40/02	106 109	216 222	252 259	.489 .489	.091 .095	Stock	Bolt-in cams for 1999 - 2006 engines. Similar cam timing to stock 88 engines for cooler running and more power!
216821	21N	10/30 40/08	100 106	220 228	255 264	.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).
216826	26N	11/35 41/09	102 106	226 230	262 266	.490 .490	.138 .120	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).
216831	31N	10/46 52/08	108 112	236 240	272 276	.510 .510	.131 .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. (2400-5600 RPM).
216837	37N	18/38 46/14	100 106	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 incher, more with 95. Smooth idle, broad torque (2200-5600 RPM). 9.0 to 9.5 CR.
216854	54N	16/42 43/15	103 104	238 238	273 273	.555 .555	.165 .158	Stock	New in 2008: Great cam for 95 inches with 10:1 CR. RPM range: 2200-5600. Added as a conversion cam choice by popular demand.
216850	50N	20/48 54/18	104 108	248 252	283 287	.510 .510	.184 .168	Stock	Designed for easy installation in 95 inch motors with stock heads and 9.5 to 9.8 CR. (2400 to 6000 RPM).
216855	55N	22/46 52/20	102 106	248 252	283 292	.550 .550	.197 .181	Hi-lift	Great cam for 95 inchers with 9.8 to 10.2 C.R. Max HP - torque at mid and upper RPMs (2600 to 6200).
216867	67N	24/48 58/22	102 108	252 260	287 297	.570 .570	.209 .187	Hi-lift	Performance cams for 95-107+ inches, 10.0 to 10.8 C.R. with high flow head setup. (2600-6400+ RPM).

(*) Timing and duration listed for .053 cam lift.