Frequently Asked Questions

Why should I buy Andrews Products parts for my bike? Why is Andrews different than the competition?

We simply have the best products. We’ve been in the cam and gear business for over 45 years. Our 45,000 square foot plant located in Mt. Prospect, Illinois, has the most sophisticated manufacturing equipment in the industry. We make everything we sell, we are not in the business of distributing parts for others. Top NASCAR teams use Andrews Products transmissions and gears for their race cars. All Andrews parts are manufactured in the United States. We do not sell any parts from foreign countries.

Do you have a written warranty for your products?

Our written warranty is shown on the next page of this catalog.

Do you exhibit at industry trade shows?

Yes, we participate at shows in Indianapolis, Cincinnati, and some regional dealer shows.

Does Andrews offer custom manufacturing services?

We will quote and make special camshafts to customer specifications. We do not make custom gears unless the quantity justifies a production run of the parts.

Cam Related Questions

What are conversion cams for Twin Cam engines?

Conversion cams allow engines made from ’99 through 2006 to be fitted with late style 2007 roller chain cam drives.

What are the benefits of using Andrews conversion cams?

All ’99–’06 Twin cam engines (except ’06 Dynaglides) use silent chains to drive the camshafts. To keep proper chain tension, spring powered shoes are used. But the heavy spring loads mean that chain tensioner shoes can wear and cause noise and potential engine damage if they fail. By changing to 2007 roller style chains, long term engine reliability is improved. and the recommended 2007 style oil pump has a much higher oil flow rate for better engine cooling, a big added benefit.

How are conversion cam parts supplied?

Conversion parts as listed in this catalog, must be purchased from an H/D dealer. (Andrews camshafts for conversion kits must be purchased separately).

Can I use the stock ’07 cams and chains on earlier engines?

No, the inboard bearings on 2007-style camshafts will not fit early engines; cam bearing size is different for 1999–’06 cams.

I don’t want to change from stock cams. What can I do to eliminate the old-style chain drives and spring powered chain tensioners and still use conversion cams?

The best way to do this is to install a conversion chain drive and a 21N cam which has similar performance to stock ’99–’06 cams but slightly more power. No retuning should be required.

I plan on installing new cams in my Twin Cam motor. What can be done to simplify the installation?

Stock pushrods can be cut and removed easily without taking off the gas tanks and rocker covers. Andrews EZ-Install pushrods can then be installed after new camshafts are in place.

Can I install gear drives in my stock Twin Cam engine?

Yes, but gear drive cams require two new camshafts and set of four drive gears. Gear drives cannot be used with stock cams.

Can Andrews make custom-fitted tooth sizes for Sportster cam gears?

No, we cannot supply Sportster cam gear teeth to a specified size. But if your new Sportster cam gears are too tight in the engine, we can hone the cam gear teeth to fit correctly.

Can Andrews make custom cams to my specifications?

Yes, we can design and make custom cams with any lift, duration, and timing for all current and most older H/D engines. Call for pricing and delivery on all custom cams.

Horsepower and Torque Comparisons

Torque and horsepower curves are for various combinations of cam grinds, engine sizes and tuning levels. Different engine sizes (cubic inches), compression ratios and cylinder head efficiency may show widely different HP and torque results on the dynamometer. The guide below shows what each curve means.

Andrews cam: torque  
Andrews cam: horsepower  
Stock TC 96 cam: torque  
Stock TC 96 cam: horsepower

Keep in mind that dynamometers will show different results for a similar engine setup. When choosing modifications for your engine, the most important part of the plan is to pick the right cams and head work for the application you want. The best cams for bolt-in street use will be milder grinds that do not require head work.

If you want a great running street bike stay away from 10.5 compression ratios and dragster grinds. Simple ideas and changes work best!