



## 380-CL-TSB

## CAM TECH SHEET

### DESCRIPTION:

The DynoCams 380 Grind Tool Steel Billet Camshaft is built for big bore, big stroke, high-RPM engines, delivering strong top-end performance. This cam requires block, crankshaft, and valve pocket clearancing and supporting upgrades, including billet rod, billet flywheel, and high-performance valve springs.

### PROFILE:

Intake			Exhaust		
020	36.52	BTDC	020	74.26	BBDC
050	24.66	BTDC	050	63.24	BBDC
100	11.82	BTDC	100	49.92	BBDC
150	.10	ATDC	150	37.37	BBDC
200	12.77	ATDC	200	24.16	BBDC
300	44.52	ATDC	300	8.38	ABDC
350	69.10	ATDC	350	33.23	ABDC
MAX LIFT	0.3798	INCH	MAX LIFT	0.3797	INCH
350	33.32	BBDC	350	69.33	BTDC
300	8.70	BBDC	300	44.52	BTDC
200	23.04	ABDC	200	12.03	BTDC
150	35.70	ABDC	150	1.13	ATDC
100	47.66	ABDC	100	13.68	ATDC
050	60.50	ABDC	050	27.05	ATDC
020	72.51	ABDC	020	38.20	ATDC
IN OPEN	63.66	BTDC	EX OPEN	92.77	BBDC
IN CLOSE	100.09	ABDC	EX CLOSE	57.95	ATDC
Open/Closing checked at .003" lift.					
IN C/L	108.00	ATDC	EX C/L	108.00	BTDC
DUR AT 50	343.76	DEG	DUR AT 50	270.29	DEG
DUR AT 200	190.26	DEG	DUR AT 200	192.13	DEG

## SPECS:

<b>Cam Design:</b>	380-CL-TSB
<b>Engine:</b>	196cc Clone, Ducar 212cc, Ducar 224cc, Predator 212cc Hemi, Predator Ghost
<b>Class:</b>	Drag Racing
<b>Target RPM:</b>	9,000-10,000
<b>Valve Lash (In/Ex):</b>	.003 in
<b>Spring Pressure (In/Ex):</b>	48-50 lb.
<b>Ignition Timing:</b>	34-36 Deg BTDC