



400-CL-TSB

CAM TECH SHEET

DESCRIPTION:

DynoCams 400 Grind Tool Steel Billet Camshaft is our largest and most aggressive grind, engineered for extreme high-RPM drag racing with maximum top-end power. This cam requires extensive clearance work and must be used with upgraded valve springs, billet connecting rod, and billet flywheel. Professional installation only.

PROFILE:

Intake			Exhaust		
020	36.84	BTDC	020	74.75	BBDC
050	25.67	BTDC	050	64.30	BBDC
100	13.79	BTDC	100	51.97	BBDC
150	2.84	BTDC	150	40.25	BBDC
200	8.76	ATDC	200	28.36	BBDC
300	37.39	ATDC	300	1.06	ABDC
350	57.93	ATDC	350	21.86	ABDC
MAX LIFT	0.3997	INCH	MAX LIFT	0.3997	INCH
350	22.17	BBDC	350	58.02	BTDC
300	1.62	BBDC	300	37.27	BTDC
200	26.99	ABDC	200	7.85	BTDC
150	38.56	ABDC	150	4.23	ATDC
100	49.54	ABDC	100	15.73	ATDC
050	61.41	ABDC	050	28.05	ATDC
020	72.68	ABDC	020	38.59	ATDC
IN OPEN	60.75	BTDC	EX OPEN	93.17	BBDC
IN CLOSE	96.73	ABDC	EX CLOSE	57.79	ATDC
Open/Closing checked at .003" lift.					
IN C/L	108.00	ATDC	EX C/L	108.00	BTDC
DUR AT 50	267.08	DEG	DUR AT 50	272.35	DEG
DUR AT 200	198.23	DEG	DUR AT 200	200.51	DEG

SPECS:

Cam Design:	400-CL-TSB
Engine:	196cc Clone, Ducar 212cc, Ducar 224cc, Predator 212cc Hemi, Predator Ghost
Class:	Drag Racing
Target RPM:	9,500-10,500
Valve Lash (In/Ex):	.003 in
Spring Pressure (In/Ex):	48-50 lbs
Ignition Timing:	34-36 Deg BTDC