



S&S Cams for Evolution Big Twin Models

S&S camshafts go through extensive dyno testing and real world on the track experience. All S&S cams are proven to deliver performance gains in the areas indicated. Fit all Evolution Big Twin models from 84-99.

S&S 600

For 3 13/16" and larger bore engines with up to 10.25:1 compression. Great power curve through mid range and top end. Great all-around performer suited for large displacement motors.

45611 600 cam

S&S 520

For all engines up to 10:1 compression. Works well with stock or ported heads. Short duration and reduced overlap make large amounts of low end torque perfect for Touring models or two-up riding.

45617 520 cam

S&S 561

Works well with all displacements and a variety of compression ratios. Ideally suited for stock to 88" engines with up to 11:1 compression, 96" with 10:1 compression and larger engines with no greater than 9.5:1 compression. Moderate duration makes great mid-range torque for performance where most riding is done.

45796 561 cam

S&S 510V

These new versions of some popular S&S grinds work with stock or ported heads to provide as much as a 10 horsepower gain over stock, but with better low and midrange torque, while the improved ramp design makes for quieter operation. Valve spring spacing is not required on the 510V, but is required on the 675V. Please be sure to check all other clearances. Fit all Evolution Big Twin engines from 84-99.

601776 510V grind cam for engines to 93" with no greater than 10:1 compression

601777 675V grind cam for engines over 120" with 11:1 or greater compression

★ S&S CAM SPECIFICATIONS

Grind	Open	Close	Duration @ .053	Valve Lift
600				
Intake	20°	55°	255°	.600
Exhaust	60°	20°	260°	.600
520				
Intake	0°	40°	220°	.520
Exhaust	50°	2°	232°	.520
563				
Intake	32°	60°	276°	.560
Exhaust	64°	32°	276°	.560
561				
Intake	32°	40°	252	.560
Exhaust	50°	26	256°	.560
510V				
Intake	20°	38°	238°	.510
Exhaust	52°	20°	252°	.510
675V				
Intake	25°	64°	269°	.675
Exhaust	70°	25°	275°	.675

Note: Valve spring spacing and all clearances should be checked before final assembly.



Crane 'Hi-Roller' Cams for Twin Cam 88 Models

Tap the potential of your engine by improving its breathing. Profiles available for mild street cruising to race engine builds. All cams are made for splined cam sprockets. Fit all Twin Cam 88 models from 99-06 except 06 Dyna.

Hi-Roller 'HTC296-2'

24605 For modified engines with 10.25:1 and higher compression, big bore kits, head mods, etc. Must use high-performance valve springs clearance for .600" lift, performance air cleaner and free-flow exhaust system. Ideal for use with Edelbrock Performer RPM heads.

Hi-Roller 'HTC300-2'

24600 Bolt in cam for low-end torque and midrange. Excellent choice for touring models. Recommended for use in motors with stock compression and valve springs

Hi-Roller 'HTC310-2'

24601 Bolt-in cam with useful increase in torque and horsepower over a broad rpm range. For stock compression ratio or up to 9.5:1. Uses stock valve springs.

Hi-Roller 'HTC316-2'

24602 Bolt-in street performance. Works with compression ratios from stock to 10.1:1. Uses stock valve springs.

Hi-Roller 'HTC290-2'

24603 Great low and mid-range torque with upper RPM power. Good with stock or big bore pistons with 9.5:1 or higher compression ratio. Must use .570" lift high-performance valve springs.

Hi-Roller 'HTC304-2'

24604 Big power for big engines. Excellent for big bore kits, 10.5:1 and up compression and modified heads. Must use .600" lift high-performance valve springs.

Grind	Open	Close	Duration @ .053	Valve Lift
Hi-Roller 'HTC296-2'				
Intake	20°	46°	246°	.619
Exhaust	52°	22°	254°	.619
Hi-Roller 'HTC300-2'				
Intake	13°	33°	226°	.505
Exhaust	42°	14°	236°	.505
Hi-Roller 'HTC310-2'				
Intake	20°	36°	236°	.505
Exhaust	47°	15°	242°	.505
Hi-Roller 'HTC316-2'				
Intake	19°	43°	242°	.505
Exhaust	48°	24°	252°	.505
Hi-Roller 'HTC290-2'				
Intake	18°	42°	240°	.570
Exhaust	46°	22°	248°	.570
Hi-Roller 'HTC304-2'				
Intake	25°	49°	254°	.600
Exhaust	56°	24°	260°	.600

Note: 1999 models require use of cam drive sprocket kit OEM 25446-99, cam drive sprocket bolt OEM 996, and washer OEM 6294.

- ★ APPAREL
- ★ SEATS & TOURING
- ★ FOOT CONTROLS
- ★ HAND CONTROLS
- ★ LIGHTING
- ★ ELECTRICAL
- ★ EXHAUST
- ★ INTAKE
- ★ ENGINE
- ★ GASKETS
- ★ TRANNY & CLUTCH
- ★ DRIVELINE
- ★ WHEELS, TIRES & BRAKES
- ★ FRAMES
- ★ FORKS & SHOCKS
- ★ SHEETMETAL
- ★ INSTRUMENTS & GAUGES
- ★ LUBRICANTS & CHEMICALS
- ★ TOOLS & EQUIPMENT
- ★ LAST MINUTE