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Custom Camshaft Spec Card

PN: NA-12X90S-HR10 +5*

Customer: Dave Farr

| | Intake | Exhaust |
|--|-------------------|------------|
| Valve Adjustment: | .000" | .000" |
| Lobe Lift: | .350" | .353" |
| Gross Valve Lift 1.50 Ratio: | .525" | .530" |
| Gross Valve Lift 1.60 Ratio: | .560" | .565" |
| Duration @ .050" Tappet Lift: | 210* | 214* |
| Lobe Separation: | 110* | |
| Recommended Intake Centerline: | 105* | |
| Specs at 105 Degree Intake Centerline: | | |
| Valve Timing at | Open | Close |
| .050" Tappet Lift: | Intake: 0* BTDC | 40* ABDC |
| | Exhaust: 42* BBDC | (-8*) ATDC |

Degree this camshaft using the specs provided on this sheet. The asymmetrical design of these lobes will not allow for accurate reading using the centerline method.

This camshaft is designed street driven, high torque applications

CHECK and verify rocker arm geometry, push rod length and lifter preload
This is imperative for optimum performance of this camshaft

The power band is "roughly" between 1500 to 5500 rpm for 350-365 CID

The preferred minimum valve spring pressure is 130# -135# on the seat
PAC Racing 1218 or 1518 beehive or equivalent springs highly recommended

Use only quality valve springs with high performance locks and retainers
Hardened, heavy wall push rods required for high RPM valvetrain stability

Lubricants with high zinc content required for long term endurance

**It is highly recommended to check and verify piston to valve clearance
Failure to do so may result in serious cylinder head and engine damage**