

THUNDERMAX RED - SHIFT Cams

2007-up ThunderMax Cams by Red Shift

ThunderMax cams by Red Shift are ground from 1-piece 8620 steel billets. Red Shift cams provide smooth, linear power with great valve train dynamics. The stroked crankshaft in the 2007 models changes the dynamic from '06 and earlier model TC88 engines, making correct cam choice crucial to avoid engine damaging detonation with today's fuel quality. Several models (listed below) are available to match stock or modified engine components. *All require adjustable pushrods; chain drive only. Head work required unless otherwise noted as a bolt-in cam.*

575-HS: 96 and 110" Engines - Bolt-In

- Designed for use with stock, unmodified heads
- Great bolt-in upgrade for stock 96 or 110" engines
- Also works well in 103" conv. w/ dished pistons
- Increases torque and horsepower across the board

Part Number: 413-926S

577-HS: 103" Engines - Bolt-In

- The cam to use for 2007-up 103" conversion engines with flat-top pistons and stock 96" heads
- Provides smooth power without detonation
- Broader timing for lower cranking compression

Part Number: 413-921S

NEW!

627-HS: 2007up TC 103" Conversions

- Designed for modified 103" engine conversions
- Compliments ported heads, hi-flow throttle body, exhaust
- Static compression range 9.0 – 10.5:1
- Broad torque curve, strong pull to 6,000+ RPM

Part Number: 413-928S

657-HS: 107" and Larger Engines

- Max torque grind for '07up larger displacement engines w/heavy payload
- Narrower timing increases compression for more low-end grunt
- Excellent valve train dynamics for long life
- Works well with most bagger exhaust

Part Number: 413-941S

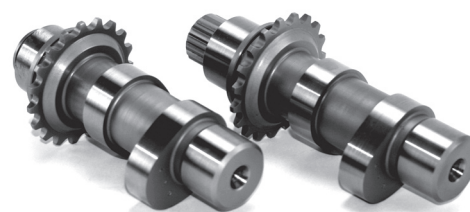
647-HS: 113" and Larger Engines

- Max power grind for '07up larger displacement engines
- Broader timing for higher compression engines
- Great valve train dynamics for long life
- Compliments high flow heads, intake and exhaust

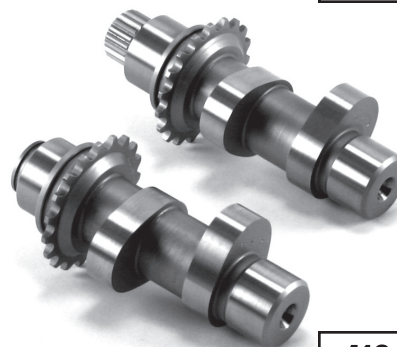
Part Number: 413-931S

2007-up ThunderMax Cams by Red Shift Timing Specs

Cam Name	Valve	Opening at 0.053	Lobe Center Line	Closing at 0.053	Duration	TDC Lift at Valve	Total Lift at Valve
575-HS	Intake	25	98	41	246	0.201	0.575
	Exhaust	49	106	17	246	0.162	0.575
577-HS	Intake	25	100	47	252	0.214	0.577
	Exhaust	50	104	23	252	0.198	0.577
627-HS	Intake	28	102	52	260	0.231	0.622
	Exhaust	58	107	24	262	0.198	0.596
647-HS	Intake	26	106	58	264	0.211	0.647
	Exhaust	58	106	26	264	0.211	0.647
657-HS	Intake	27	99	45	252	0.228	0.657
	Exhaust	52	104	27	258	0.217	0.657



413-931S



413-926S