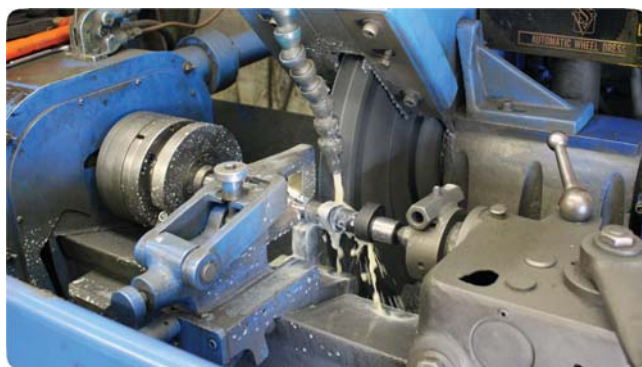




## Quality Assurance in Camshaft Production

### A DYNO-PROVEN, QUALITY PRODUCT!

We design and grind Eagle Racing Camshafts in our own shop. Every Eagle Cam is produced from a new high quality Proferal Cast Iron Billet. Our profiles provide horsepower and revving ability while running moderate spring pressures. Choose your next camshaft from the biggest selection of 100% dyno and race tested cams in the VW industry.



*We design and grind Eagle Racing Camshafts in our own shop.*

### THE RACING CAMSHAFT BILLET

Racing Camshaft Billets are cast from a special select grade of iron alloy referred to as "Proferal". The lobes on the Racing Camshaft Billets are much larger than those of stock or factory cams. Larger cam lobes permit the use of lift, duration, and profile combinations not possible on stock cams. Larger lobe sizes allow the camshaft designer to utilize standard base circles and clearance ramps while attaining profiles that produce high lift. All Eagle Camshafts are ground on 100% new billets.



*All Eagle Camshafts are ground on 100% new billets.*

### DESIGN OF THE MASTER CAM

The Master Cam is a solid piece of tool steel. It's outside radii reflects the final shape of the cam lobe. This is the master that controls the shape of the camshaft as it is ground by the grinding wheel. The exact lobe design is the result of computer plotting, sample grinding, dyno tests, and actual "on the road" usage.



*The Master Cam is a solid piece of tool steel.*

## ROCKWELL HARDNESS

We check every Eagle Camshaft to verify uniform and exact metal hardness. This is only one of the important checks made during the manufacturing process. The success or failure of a high performance camshaft is dependent on metallurgy and manufacturing precision.



*Eagle Racing Camshaft profiles are ground in-house at CB.*

## THE STORM VULCAN CAM GRINDER

Precise, operator controlled, and consistent. The Storm Vulcan Cam Grinder is the perfect machine for VW camshafts. Master patterns can be quickly changed to allow the production of multiple part numbers. Special order, one off cams can be turned out with minimal set up.



*Precise, operator controlled, and consistent.*

## CAMSHAFT INSPECTION

We check each Eagle Camshaft to make certain that lobe centers specifications and overlap match the master cam design. Lobe contour, taper, and alignment are verified.



*Lobe contour, taper, and alignment are verified.*

## PARCO LUBRITE PROCESS

A non-metallic thermal coating is applied to every Eagle Camshaft. It assures a quick, no-scurf break-in of camshaft and lifters. The thermal coating remains on the camshaft for long range surface protection. The process adds fifteen minutes production time to each camshaft, but the results in performance and service life are well worth the extra cost.



*A non-metallic thermal coating is applied to every Eagle Camshaft.*



## Fuel Efficient Series GROUP 1

Featuring shorter duration, maximum valve acceleration and moderate lift. Increased power between 1500 to 4500 RPM is offered by Group 1 Cams. To get the best fuel economy out of a Group 1 Cam you'll need an extractor exhaust, high performance distributor and free breathing air filter. A mild clean up of your cylinder head ports also aid in both power and mileage.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2228**	274°	224°	.357"	.393"
2229	260°	216°	.299"	.328"
2230	264°	220°	.301"	.331"
2231	260°	207°	.313"	.344"
2232	262°	230°	.360"	.396"

\*\* Ground on 112 degree lobe centers

## Street & Bracket Cams GROUP 2

Street and Bracket Cams represent a brand new series of camshafts for the fuel conscious driver. These cams bridge the gap between pure mileage and performance. Street and Bracket Cams feature shorter durations than normal performance cams, but offer greater duration than most mileage cams. The basic difference in the Street and Bracket series is the greatly accelerated opening rates of the valves. Even though full race cams are open longer,

the Street and Bracket series provides more effective open area at high RPM. Group 2 Cams are designed to provide good low-end and crisp mid-range response.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2233	272°	234°	.371"	.408"
2235	270°	236°	.374"	.411"
2239	276°	234°	.380"	.417"

\*\* Ground on 112 degree lobe centers

## Street Eliminator Cams GROUP 3

You will need at least one dual throat carb when you run a Street Eliminator Cam. Dual Dellortos, big valves, extractor exhaust and other goodies will really start to get your act together. Smooth idle, solid mid-range and top-end are all part of the package with an Eagle Street Eliminator Cam.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2236*	280°	236°	.339"	.372"
2238	274°	236°	.319"	.350"
2241*	286°	240°	.386"	.424"
2242*	298°	248°	.389"	.428"

\* Recommended for use with Turbo Applications.

## Super Street Eliminator Cams GROUP 4

The ultimate program when you get into Dual Dellortos, big valves, lightweight flywheels, and stroker cranks. Stoplight bashes and the Saturday night drags are a piece of cake for the Street Eliminator Cams.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2234*	274°	234°	.387"	.425"
2237	280°	246°	.426"	.468"
2240	286°	248°	.430"	.473"

\* Recommended for use with Turbo Applications.

## Off-Road Cams GROUP 5

Shorter duration, higher lifts, and full-range power. Power to come out of the turns, precise throttle response in sand or mud, and the top-end performance to scream down the straights.

*\* Recommended for use with Turbo Applications*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2233	272°	234°	.371"	.408"
2239	276°	234°	.380"	.417"
2241*	286°	240°	.386"	.424"
2242*	298°	248°	.389"	.428"
2243	306°	250°	.424"	.466"

## Super Off-Road Cams GROUP 6

The Super Off-Road Series is designed to produce instant throttle response and maximum power in the mid to upper RPM range.

*\* Recommended for use with Turbo Applications*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2234 *	274°	234°	.387"	.425"
2240	286°	248°	.430"	.473"

## Pro-Comp Cams GROUP 7

State of the art for the all-out racer. The computer plotted lobe profiles accelerate the opening and closing rates of the valves.

*\* Recommended for use with Turbo Applications*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2244	300°	250°	.370"	.407"
2246*	314°	260°	.411"	.452"
2247	328°	278°	.410"	.451"
2248	318°	276°	.401"	.441"
2249	326°	280°	.405"	.445"

## Off-Road Special GROUP 8

Rick calls it the Ghost Rider because the wide power band "feels like there is somebody back there pushing you through the rough stuff". We brought home a 2nd place finish in the Baja-1000 with this one.

*\* Recommended for use with Turbo Applications*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2250*	296°	256°	.420"	.462"
2256*	300°	260°	.450"	.495"

## The Mini-Stock Series GROUP 9

Designed for high-revving flat-trackers. Special lifts, durations, and lobe centers help produce greater horsepower at higher RPM.

*\* Recommended for use with Turbo Applications*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2242*	298°	248°	.389"	.428"
2245	318°	270°	.393"	.432"
2248	318°	276°	.401"	.441"

## Ratio Rocker Cams GROUP 10

Cams for use with high lift rockers are designed with a special flank, nose radius, and timing point. To determine the total lift when using a set of high lift rocker arms, multiply the lift at the cam by the ratio of the rocker arm to be used.

*\* Recommended for use with Turbo Applications*

*\*\* Requires special cylinder head modifications to use with High Lift Rocker Arms.*

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2231	268°	228°	.313"	.344"
2236*	280°	236°	.339"	.372"
2238	274°	236°	.319"	.351"
2242**	298°	248°	.389"	.428"
2246**	314°	260°	.411"	.452"
2248**	318°	276°	.401"	.441"
2249**	326°	280°	.405"	.445"
2255*	296°	238°	.329"	.361"

## Cheater Cam

**Adds up to 10hp without effecting idle speed emissions!**

We developed this cam during our Fuel Injection R&D Program. It performed so well in it's original application that we tried it with carburetors. The low speed torque produced by the Cheater Cam supplies a VW engine with greatly improved driveability, passing power, and top speed. The power increase is so noticeable that the Cheater Cam works great with a compliment of smog equipment. The addition of Dual Carburetors stretches your engines horsepower band to over 5000 RPM. A set of Hi-Rev Springs, mild port work, and extractor exhaust will give your engine the extra kick you're looking for in a daily driver.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2280	274°	222°	.359"	.394"

## Stock Camshaft to fit 40hp, 13-1600cc



Brand new stock Camshafts are manufactured to OEM specs to provide you with like new performance. Each cam is heat treated and ground to factory specs.

1436 Stock Camshaft for 40hp, 13, 15 & 1600cc engines to '70

## Eagle Drag Race Camshafts

If you're looking for maximum quarter mile performance, this is the cam series for you. Eagle Drag Race Cams have been designed for use with high lift rockers, dual springs, and a heavy foot.

Eagle Drag Race Cams are ground on 107 degree lobe centers. Each cam is heat treated, Parkerized, and shipped with new bolts and cam locks.



**\* Recommended for use with Turbo Applications**

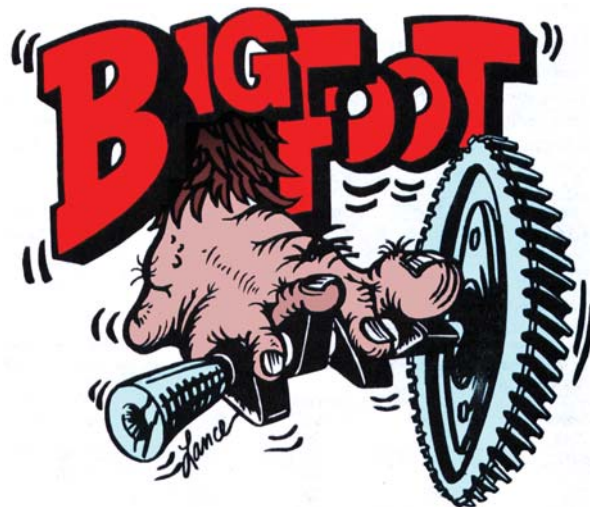
VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms	Lift w/1.25:1 Rocker Arms	Lift w/1.4:1 Rocker Arms	Lift w/1.5:1 Rocker Arms
2288* (K-8)	308°	256°	.378"	.415"	.473"	.529"	.567"
2289 (FK-87)	322°	274°	.398"	.437"	.498"	.557"	.597"
2290	320°	279°	.436"	.479"	.545"	.610"	--
2291	310°	275°	.415"	.499"	.567"	.635"	--
2292 (FK-10)	321°	270°	.378"	.415"	.472"	.529"	.567"
2295	314°	270°	.415"	.456"	.518"	.581"	.622"
2296	320°	280°	.424"	.466"	.530"	.593"	.636"
2297	332°	288°	.435"	.478"	.543"	.609"	.652"
2298 (FK-89)	328°	278°	.407"	.447"	.509"	.570"	.611"
2299 (FK-97)	322°	284°	.435"	.478"	.544"	.609"	.653"
2300 (EBS-S)	317°	273°	.430"	.473"	.537"	.602"	.645"
2301 (New Grind)	327°	273°	.374"	.411"	.467"	.523"	.561"



## Bigfoot Super Lift Camshafts

The all new "Big Foot Super Lift Series" feature computer plotted, asymmetric lobes that provide profiles that are different on the opening and closing sides. A slower more gradual closing ramp is used to enable your engine to operate at higher RPM without valve float. Asymmetric cams produce better power over a broader range than can be achieved with standard VW camshafts.

- **Greater Lifts**
- **Faster Opening Rates**
- **More Duration at Max Lift**
- **Uses Stock Rocker Arms**
- **Increased Horsepower**
- **Broader Power Band**



VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms	Lift w/1.25:1 Rocker Arms	Lift w/1.4:1 Rocker Arms
2207	276°	246°	.430"	.473"	.536"	.600"
2208	264°	232°	.411"	.452"	.514"	.575"
2209	260°	226°	.396"	.435"	.493"	.553"
2210	284°	256°	.439"	.482"	.537"	.601"
2211	288°	260°	.436"	.479"	.544"	.609"
2212	294°	270°	.430"	.473"	.537"	.601"
2213	308°	274°	.437"	.480"	.546"	.611"
2214	318°	292°	.437"	.480"	.545"	.610"
2215	324°	296°	.467"	.514"	.548"	.654"

**NOTE:**  
Bigfoot Super  
Lift Camshafts  
must be ran  
with wide base  
valve lifters.

## 31mm Bigfoot Lifters

Big Foot Lifters have 15% more surface area than stock lifters to reduce friction and wear. Big Foot Lifters prevent scuffing and premature lobe wear on ultra high lift cams.

They are manufactured from one-piece hardened billets. The 31mm lifter base is chill quenched to Rockwell 53 to match the hardness of high performance and OEM camshafts.



1511 31mm Big Foot Lifters (set of 8)

## Eagle Hydraulic Cams



This series of Eagle Camshafts will drop right into the new Type-1 & Type-2 aircooled hydraulic engines. Can be used with OEM hydraulic lifters, push rods, valve springs, and stock carburetion.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2251	266°	210°	.276"	.303"
2252	270°	214°	.298"	.327"

## High Performance Eagle Hydraulic Cams

High-Performance Eagle Hydraulic Camshafts are classified as high performance cams and should be used with dual carburetion or fuel injection. These cams have faster ramps and require the use of Hi-Rev Hydraulic Lifters, chromoly push rods, and hi-rev valve springs. Engine performance to 6500 RPM is easily attainable with the right combination of parts.

VW T-1 Part#	Adv. Duration	Duration @ .050"	Lift @ the cam	Lift w/1.1:1 Rocker Arms
2253	298°	242°	.324"	.356"
2254	308°	236°	.319"	.350"

## T-2 & 914 Billet Cams

You can increase the power output of your 914 or T-2 engine with a new Eagle Cam. Acceleration, midrange punch, top end performance and all around increased driving pleasure are all parts of the program when you install a new Eagle Cam. Each cam is carefully ground on factory fresh ductile billets from computer-designed masters. Works with Type 4 Cam Gears.

2199	Stock duration & lift T-2 and 914 camshaft Fits all VW and Porsche 1700, 1800, & 2 liter engines, exact replacement for factory cam.
2202	Street Power Cam (278° Duration, .410" lift) The best cam for added power with dual Dellortos or Weber setups. Fast bottom end and mid-range action.
2203	The Road Cam (298° Duration, .478" lift) The Road Cam makes its power on the mid-range and upper end power hand. For use with all Dual Dellorto and Weber Carburetor installations.

## T-2 Hydraulic Cams



Ground on a brand new factory billet to the exact same factory specs as new equipment. Fully heated and Parkerized to provide a fast no scuff break in and long service. Available in 2 grinds, on the shelf and ready to go. The added power of the TORQUE SPECIAL will not affect the low speed operation or reliability of your engine. It just makes it run better with improved valve lift, duration, and lobe centers.

2205*	T-2 Hydraulic Camshaft - Torque Special (286° duration, .377" lift)
2206	T-2 Hydraulic Camshaft - Factory Stock (260° duration, .327" lift)

*\* Not recommend for use with stock fuel injection*

## Rubber-Coated Cam Plug

For use on Mexican and Brazilian engine cases without groove machined in case halves.



1255	Rubber-Coated Cam Plug
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## Posi-Seal Cam Plug

Manufactured by an OEM supplier with a stiff inner steel core and coated with heavy hi-temp rubber. Fits all 40hp, 13, & 1600cc Type-1 engine cases that require grooved cam plugs. They fit perfectly, they are reusable, and they never leak.



1946	Posi-Seal Cam Plug
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## Lightweight Racing Lifters

They weigh 22 grams less than stock lifters and feature an innovative two piece design. A unique casting and heat treating process produces a lifter with massive carbide deposits and high chrome content in the head area. The lifter body castings are annealed, CNC Machined & heat-treated to racing tolerances. The hollow lifter body supports a push rod cup manufactured from patented stress-proof steel. The push rod cup is secured by two internal snap rings. They represent a brand new engineering breakthrough in VW Lifters that will help your engine produce higher RPMs and increased power. They can be used with steel or aluminum push rods and stock or high lift rocker arms.

*For best performance, we recommend the use of CB's Thin Wall Chromoly Push Rods.*

- |      |  |
|------|--|
| 1537 | 28mm Ultralight Lifters (set of 8)         |
| 1538 | 30mm Lightweight Racing Lifters (set of 8) |



## VW Valve Lifters

Now available for engine builders requiring the finest replacement parts. The lifters are machined and radius ground from one-piece billets. They provide excellent service when used with stock or high performance camshafts. Shipped in sets of 8 and can be used in all 40hp, 13, 15, and 1600cc based engines.

- |      |                             |
|------|-----------------------------|
| 1512 | VW Valve Lifters (set of 8) |
|------|-----------------------------|



## T-2 Hydraulic Lifters

Original OEM hydraulic lifters are matched to the hardness of factory cams.

VW Hydraulic Cams are used in all Bus engines from '75 and must be matched to a special hydraulic camshaft and push rods.



- |      |                                  |
|------|----------------------------------|
| 1510 | T-2 Hydraulic Lifters (set of 8) |
|------|----------------------------------|

## T-2 / 914 Lifters

Manufactured by the World's leading supplier of VW & Porsche Lifters and Tappets. Each Lifter is cast from hardenable iron, precision machined and heat treated to provide you with the best quality available.



Shipped in sets of 8 and can be used in a solid tappet 1700, 1800 and 2 liter engines.

- |      |                              |
|------|------------------------------|
| 2200 | T-2 / 914 Lifters (set of 8) |
|------|------------------------------|

## Straight Cut Cam Gears

The use of heavy dual valve springs and stock helical cut camshaft gears results in excessive side load on the cam bearing thrust shoulder.

Also adjustable to enable you to dial in your cam timing.

Shipped with three sets of adjusting discs.



1399 Straight Cut Cam Gears - matched set, crank & cam gear

## PRO-SERIES Straight Cut Cam Gears

Designed for the serious engine builder. Up to 6° of advance or retard is achievable, allowing for precise camshaft degreeding.

The crank gear has a built-in "Racer Spacer" that eliminates the weak factory spacer that is known to fail at high RPM.



1400 Pro-Series Straight Cut Cam Gears

## Eagle Cam Gears

The standard replacement gear for 3 bolt high performance camshafts. Bolts right on to all aftermarket racing camshafts, and can be used to repair damaged gears on stock camshafts.



1525 Eagle Cam Gear

## Type-4 Cam Gear

Works with T-2 & 914 Billet Camshafts.



1545 Type-4 Cam Gear

## Eagle Adjustable Cam Gears

Makes it possible to retard or advance your cam timing by removing the oil pump. You will be able to make trackside adjustments to match your engines power curve to current track conditions.

The cam gear is locked in position by special degree discs that are set up in 2° spacing. Designed for use with all '61 & later Type-1, 2, & 3 cams running a 3 bolt gear.



1419 Eagle Adjustable Cam Gear

## Cam Bolts

Check 'em out, they have a specially designed low profile bolt head to allow for added oil pump clearance.

We supply this engineered package in our Eagle Cam Kits, but you should have some on-hand for cams that aren't supplied with the best bolts and washers.



1304 Cam Bolts (set of 3)