BRIERLEY CAMS
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DIRECT ACTING (FLATHEAD) CAMS

No.	duration	lift	int.	exh.	(Clearances)
B	255	.302	012	014	excellent for mild eng.
C	260	.322	012	014	needs good core

All of the cams listed below need other engine modifications in order to take advantage of their capabilities. The "more" cam you use, the more modifications needed. This includes bigger or more carbs, headers, bigger valves, better ignition, etc. Idle gets progressively worse. The best <u>single</u> modification needed to boost performance in a Model 'A' is to increase the compression ratio, next is a bigger carburetor or multiple carbs.

1R	266	.350	010	012	Winfield grind - fast action, decent idle
270	270	.355	012	014	
274	274	.350	012	014	
M-28 T	280	.355	012	014	Idle starts getting rough
1A	285	.362	010	012	Winfield grind - good competition cam
285V	286	.385	012	014	competition only
410 FI	288	.410			Good top end, Bonneville or Lakes
290	290	.360	012	014	
295V	296	.391	015	015	<u>no</u> low end power
270V	278	.324	012	014	flathead or Cragar (1.25:1 rockers)
280V	280	.336	012	014	fair idle, flathead or Cragar

VALVE SPRINGS

Stock installed spring length is approx. 2½ inches. Spring pressure at that length is approximately 32 lbs. Following is a chart giving spring pressures at different lengths. (Model A springs). A Metal cam gear is recommended on all performance grinds and is a good idea even with a stock cam. An aluminum gear works well and are not noisy as some claim.

LENGTH	PRESSURE	
2 3/8"	40 #	(Recommended for stock B or C cam)
2 1/4"	52 #	**Note:** A spacer made from 3/4" water pipe
2 1/8"	62 #	works nicely and will stay in place if
2"	73 #	cut off squarely, such as done in a lathe.
1 7/8"	83 #	

Coil bind occurs at approx. 1 1/2" (with A springs) 60 lbs. pressure, on the seat, is recommended for most "street" cams/ engines. 90 lbs. is recommended for racing, a different type of spring is needed for racing engines in order to achieve this pressure.