

## BRIERLEY CAMS

39480 Colleen Way  
Temecula , Ca. 92592-8438  
951-695-3713  
Jimb4e4@gmail.com

### 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
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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 # <b>Note:</b> 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.

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### OVERHEAD VALVE - FLAT TAPPET GRINDS

No.	Duration	Lift (gross)		Clearance		
		at cam	at valve	in.	exh.	
M-42	270	.296	.445	.018	.020	good idle & low speed power
M-13	276	.293	.440	.014	.016	good idle, low-mid range, good touring cam
M-58	280	.295	.444	.010	.015	fair idle, good street
M-21	286	.298	.448	.018	.020	hot street cam

The above grinds are recommended for street engines.

M-102	288	.316	.475	.012	.014	good short track, or max for street
M-36	290	.300	.450	.018	.020	competition only
M-57	290	.333	.500	.026	.026	
M-14	300	.300	.450	.014	.016	3000 to 6000 RPM
M-32	302	.320	.480	.018	.018	3000 to 6000
M-33	306	.333	.500	.018	.020	used in 427 Ford
M-24	320	.338	.507	.026	.028	3500 to 6500 RPM
M-51	316	.360	.540	.026	.026	

Lift at valve, and clearance figures given, are figured with 1.5:1 rocker arm ratio. Lift and clearance will vary with any other ratio.

Note: Cragars, and the Denver Millers, have 1.25:1 rocker arm ratio. We have a few performance cams that work well with them. See other side. (Steve Serr's Miller has 1.5:1 rockers)

We will do cams for any engine. Hydraulic cams, stock and performance, as well as racing roller-tappet cams, overhead cam and dual overhead cams, dual pattern (F-head) stock vintage engines of all kinds, etc.

Call or write for further information or questions you want answered.

### **METAL TIMING GEARS ARE RECOMMENDED FOR ALL PERFORMANCE CAMS.**

Aluminum gears are more than adequate except for all out racing