



ANDREWS Cams for TC-88



Andrews TC-88 Camshafts are available to fit stock type chain drive or S&S gear drive. Early style cams fit 1999-2006 FXST, FLT and 1999-2005 Dyna with silent chain drive. Late style cams fit 2007-up FXST, FLT and 2006-up Dyna with roller chain drive. All cams listed are for use with stock hydraulic lifters and stock type splined gears or S&S gear drives.

Part#	Drive Type	Grind	Timing*	Duration .053	Lift@ .020	Valve Lift	TDC	Springs	Application
10-8159**	Early Gear Drive	12	02/34	216	256	.474	.088	Stock	Bolt-in cam with similar specs to stock 06 Dyna cams. Slight power increase. No retuning necessary.
10-8162**	Late Gear Drive		37/05	220	259	.474	.110		
10-8121	Early Chain Drive	21	10/30	220	255	.498	.134	Stock	Bolt-in cam with more torque. All around riding with stock comp. ratio and heavy bikes. 21 Cams work well with fuel injection or carburetors.
10-8130**	Early Gear Drive		40/08	228	264	.498	.121		
10-8138**	Late Roller Chain								
10-8163**	Late Gear Drive								
10-8127	Early Chain Drive	26	11/35	226	262	.490	.138	Stock	Bolt-in cam for low RPM torque; FLT, etc. For two up touring, this cam will add more torque and HP at lower and middle RPM range. (1800-5500 RPM) 26 Cams work well with fuel injection or carburetors
10-8131**	Early Gear Drive		41/09	230	266	.490	.112		
10-8139**	Late Roller Chain								
10-8164**	Late Gear Drive								
10-8141	Early Chain Drive	31	10/46	236	272	.510	.131	Stock	Great cam for motors with 95+ inches and 10:1 CR lower TDC lift means easy installation similar to 37 but different timing. 2000-5800 RPM power range.
10-8142**	Early Gear Drive		52/08	240	276	.510	.120		
10-8143**	Late Roller Chain								
10-8189**	Late Gear Drive								
10-8191**	Early Gear Drive	32	10/46	236	272	.510	.131	Hi Lift	Hi-Lift version of 31 much more power thru RPM range with 10:1+ CR 2800-5800 RPM Power Range.
10-8192	Late Chain Drive		52/08	240	276	.510	.120		
10-8193**	Late Gear Drive								
10-8137	Early Chain Drive	37	18/38	236	272	.510	.174	Stock	Twin 88's with this bolt-in cam grind have shown 80+ rear wheel HP. Smooth idle, broad torque band. Runs best with low restriction exhausts. (2200-5800 RPM) 37 Cams work well with fuel injection or carburetors.
10-8132**	Early Gear Drive		46/14	240	276	.510	.148		
10-8146**	Late Roller Chain								
10-8194**	Late Gear Drive								
10-8144	Early Chain Drive	44	21/41	242	279	.495	.182	Stock	Engines with 88 inches 9.5 CR or higher. Maximum torque and HP at middle and upper RPM.
10-8133**	Early Gear Drive		49/17	246	283	.495	.158		
10-8147	Late Roller Chain								
10-8195**	Late Gear Drive								
10-8154	Early Chain Drive	54	16/42	238	273	.555	.165	Hi-Lift	Specifically designed for 96 and 103 engines with CR up to 10:1 (2200-5600 RPM range)
10-8210**	Early Gear Drive		43/15	238	273	.555	.158		
10-6354	Late Roller Chain								
10-8211**	Late Gear Drive								
10-8150	Early Chain Drive	50	20/48	248	283	.510	.184	Stock	Cams for maximum torque and HP higher RPM ranges. For lighter bikes and engines with 9.5 CR (or higher) and 88-95 inches. (2600-6000+ RPM)
10-8134**	Early Gear Drive		54/18	252	287	.510	.168		
10-8148	Late Roller Chain								
10-8196**	Late Gear Drive								
10-8155	Early Chain Drive	55	22/46	248	283	.550	.197	Hi-Lift	Cams for maximum torque and HP at higher RPM ranges. For engines with 9.5 CR or higher and 88-95 inches.
10-8135**	Early Gear Drive		52/20	252	292	.550	.181		
10-8156	Late Roller Chain								
10-8197**	Late Gear Drive								
10-8151	Early Chain Drive	60	24/56	260	296	.560	.205	Hi-Lift	For a well prepped engine with 95 inch cylinders and head work, 100+ HP is within reach. Tuning also includes exhaust changes (2400-6000+ RPM).
10-8136**	Early Gear Drive		58/22	260	296	.560	.205		
10-8157	Late Roller Chain								
10-8198**	Late Drive Gear								
10-8149**	Early Gear Drive	67	24/48	252	287	.570	.209	Hi-Lift	Performance Cam for 95-107+ inches. 10:0 to 10:8 CR with high flow head setup (2600-6400+RPM)
10-8199**	Late Gear Drive		58/22	260	297	.570	.187		
10-8152**	Early Gear Drive	59	29/57	266	303	.590	.238	Hi Lift	Great cam for 95-107" inches 10:2 CR or higher max torque and HP (2700-6500 RPM).
10-8200**	Late Gear Drive		63/27	270	307	.590	.218		
10-8153**	Early Gear Drive	64	30/62	272	307	.640	.262	Hi-Lift	Big cams for modified 95-116+ inch motors running 10:2 CR or higher. Heads must be set for .700 lift and modified for max air flow (3000-6500 +RPM)
10-8209**	Late Gear Drive		66/30	276	312	.640	.232		

*Note: Timing and duration listed for .053 cam lift. **Note: Requires S&S Gear Drive



TC-88 Camshaft Kits

TC-88 Performance Cam Set for Carbureted models. Performance valve springs required above 6200 RPM. Order spring kit and bearing and seal kit separately.									
VT No.	Application	OEM	Duration@.053		Valve Lift		Lift@ TDC		Valve Timing @
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	.053 Lift Open/Close
10-8178	Increased low and mid range torque Fits 1999-06	25937-99	234°	239°	.510"	.483"	.178"	.152"	Intake 18° BTDC 36° ABDC Exhaust 42° BBDC 17° ATDC
13-0233	Performance Valve Spring Set for Above replaces 18223-98								
15-1214	Cam change bearing and seal kit								

Andrews TC-88 Cam Upgrade Kit for converting all 1999-06 Twin Cam Big Twins to the 2006-up roller chain drive with hydraulic chain tensioners. Instead of super powered spring adjusters the roller cam chain adjuster use engine oil pressure to maintain proper chain tension and roller chain camshafts have larger journal bearing for extra support on the sprocket shaft ends. Kit includes cams only and requires separate purchase of 2007-up oil pump, support plate, chain tensioners sprockets and hardware. See camshaft components page for additional parts required to complete conversion. Note: For 1999, 2000 and 2001 engines a rear cam drive sprocket with an ignition trigger ring must be used.

VT No.	Grind	Timing	.053	.020	Lift	TDC	Springs	Application	
Stock	Intake	-3.5/4.0	216.5	256	.474	.087	Stock	Stock 06 cam data listed for reference: All '06 Dynas are fuel injection only; no carburetors.	
	Exhaust	41/-1.5	219.5	259	.474	.110			
10-6812	12N	02/34	216	252	.489	.091	Stock	Bolt-in cam grind with the the same output as a stock cam Slight power increase but no returning necessary!	
		37/05	220	259	.489	.106			
10-6821	21N	10/30	220	255	.498	.134	Stock	Bolt-in cam: More torque for all around riding with heavy bikes, stock compression ratios and stock pistons. Similar to #23 cam for EV80 (1700-4800 RPM).	
		40/08	228	24	.498	.121			
10-6826	26N	11/35	226	262	.490	.138	Stock	Bolt-in cam 88-95 inches and stock compression ratio. Great for two up touring, this cam will add torque and HP at lower and middle RPM ranges (1800-5200 RPM).	
		41/09	230	266	.490	.112			
10-6831	31N	10/46	236	272	.510	.174	Stock	Great cam for motors with 95 inches and 9.8 to 10.2 CR. Lower TDC lift for easy installation. Similar to TW37 with different timing. (2000-5600 RPM).	
		52/08	240	276	.510	.120			
10-6837	37N	18/38	236	272	.510	.174	Stock	Hot street cams for 88 or 95 inches. 80+ rear wheel HP possible with well tuned 88 inch, more with 95. Smooth idle, broad torque (2200-5600 RPM). 9.0 to 9.5 CR.	
		46/14	240	276	.510	.148			
10-6844	44N	21/41	242	279	.495	.182	Stock	For engines with 88 or 95 inches and compression ratios from 9.5 to 10.2: Max torque range; 2300-5800 RPM.	
		49/17	246	283	.495	.158			
10-6850	50N	20/48	248	283	.510	.184	Stock	Designed for easy installation in 95 inch motors with stock heads for 9.5 to 9.8 CR. (2400 to 6000 RPM).	
		54/18	252	287	.510	.168			
10-6855	55N	22/46	248	283	.550	.197	Hi-Lift	Great cam for 95 inch with 9.8 to 10.2 C.R. Max HP-torque at mid and upper RPMs (2600 to 6200).	
		52/20	252	292	.550	.181			
10-6015	Sprocket with trigger ring for 1999-01 applications only								

*Note: Timing and duration listed for .053 cam lift