

## Harrop Camshaft Grind Specifications

### **Harrop HO1 Camshaft 226/232 .607"/.602" @ 112 LSA**

Great NA camshaft Lumpy idle but acceptable driveability, Great power and torque Manual or auto standard gear ratios are ok but 3.7 or 3.9 would be preferred.

Automatic may require stall converter. Could be used in boosted application but due to low LSA

Would require smaller pulley to be increase boost.

### **Harrop HO2 camshaft 224/232 .610" / .610" @ 114 LSA**

Great blower camshaft offering acceptably lumpy idle and great drivability, this camshaft will give great power through the mid to high RPM range.

As this camshaft is more aggressive then the H05. Normally this would require a stall converter, it can be run on a standard converter but it may push on it slightly.

Sound clip: <https://www.youtube.com/watch?v=NvOGohRd7-k>

### **Harrop H03 Camshaft 232/233 .610" / .602" @ 112 LSA**

Will give great lumpy cammed affect, Low LSA would take boost out of a forced induction motor.

Largest recommend camshaft for a 5.7 N/A , Acceptable in 6.0L and 6.2L square port engines, Must have 3.7 (square port) or 3.9 (LS1) for the best results in a manual car. Auto would require stall converter.

### **Harrop HO4 camshaft 234/238 .593" / .595" @ 114 LSA**

The HO4 is designed with Forced induction in mind but can be used as a naturally aspirated camshaft as well. The LSA works well with Low end NA & Forced induction applications which will give a great noticeably lumpy idle and sound tough.

The closer duration split lends itself to being used in Rectangular port headed engines. While it will give a great idle character it will still deliver phenomenal power without be too ill mannered.

We would recommend that a stall converter is considered due to the size of the cam shaft, something around the 3200 mark.

Sound clip: [https://www.youtube.com/watch?v=5H\\_gvPkxY6I](https://www.youtube.com/watch?v=5H_gvPkxY6I)

### **Harrop HO5 Camshaft 216/224 .593 / .592 @116 LSA**

Offers a relatively smooth idle with a minor 'cammed' lump. Perfect to be used with a standard stall converter for Auto and gear ratio doesn't not necessarily need to be changed, Could be changed later on as it will see a benefit.

This cam shaft will offer great performance and is our entry level blower camshaft.

Sound clip: <https://www.youtube.com/watch?v=j0lf45FUW8o>

### **Harrop HO6 camshaft 219/236 .609 / .620 @ 118 LSA**

Makes for a perfect middle level supercharger camshaft, LSA results in very smooth idle which allows for stealth operation in either NA or supercharged application.

This camshaft will make a lot of low end torque which will work great with the stock diff ratio, no need to change ratio as it will just result in a lot of wheel spin