APT 'B' Series Performance Cam Shaft Data 2010				
	Cam Shaft Part Number	**VP10**	**VP11**	**VP12**
1./	'Nominal' Duration Degrees In/Ex	266/266	276/276	286/286
2./	Duration @ 0.050" Lift	214/214	224/224	234/234
3./	Duration @ 0.0158" Lift (0.4mm)	257/257	270/270	280/280
4./	Lobe Center Angle (LCA)	106	106	108
5./	Time to Full Lift (Deg) ATDC	103	102	103-104
6./	Timing Figures Open/Close @0.0158" (0.4mm) Cam Lift	27.5—49.5 57.5—19.5	32—58 64—26	38—62 68—32
7./	Time To Lift @ TDC Cyl. #1 intake	0.063"	0.076"	0.086"
8./	Typical Idle RPM (with vac advance)	800	900	1000
9./	Main Power Band RPM	1400—5300	1800—5700	2100—6400
10./	Valve Lift, Inches (with lash)	0.367"	0.381"	0.401"
11./	Cam Lobe Lift (Inches)	0.270"	0.280"	0.295"
12./	APT Spring Part Number	VPS-14	VPS-14	VPS-14
13./	APT Retainer Part number	VSR-05	VSR-05	VSR-05
14./	Spring Seat Pressure (lbs)	95-102	95-102	95-102
15./	Spring Open Pressure (lbs)	Approx. 187	Approx. 191	Approx. 196
16./	Installed Height (valve closed)	1.560"-1.585"	1.560"-1.585"	1.560"-1.585"
17./	Set Lash (Warm) In./Ex.	0.016"/0.018"	0.018"/0.020"	0.018"/0.020"
18./	Rocker Ratio	Stock (1.426)	Stock -> 1.5	Stock -> 1.625
19./	Suggested Cam Followers	CF-04	CF-04	CF-04
20./	Moss Motors Part Number (cam)	-	222-273	-

Steel Billet Cam Notes

Thank you for choosing one of our APT premium range of steel billet cams for the 'B' series engine.

Please study and read everything on this sheet at least once, and if you have any questions on any confusing points please call an APT tech. who can answer all of your concerns.

To get the best results from the cam you have purchased please be sure to "dial in" the cam (timed relative to the crank), sometimes referred to as "degree'd" .
Just lining up the dots like it says in the factory manual very likely will not produce the results that the cam is capable of.
Included with your cam is a separate sheet titled "Installing & Timing Your Cam". This covers the three commonly used methods of adjusting the cam timing using offset keys, multi keyway sprocket sets, and vernier type adjustable steel gears available from APT.
If you don't have this color sheet it can be mailed or emailed as a PDF

These cams are gun drilled for extra lubrication to the oil pump drive gear. It is the engine builders responsibility to make sure these drillings are clean and the plug fitted.

A light coating of cam lube (supplied with the cam) should be applied to cam lobes and lifter face only. The engine oiling system should be primed before cranking the engine, try to get everything set so the engine fires and runs with out too much cranking.
Slow engine RPM's increase the risk of cam scuffing.

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