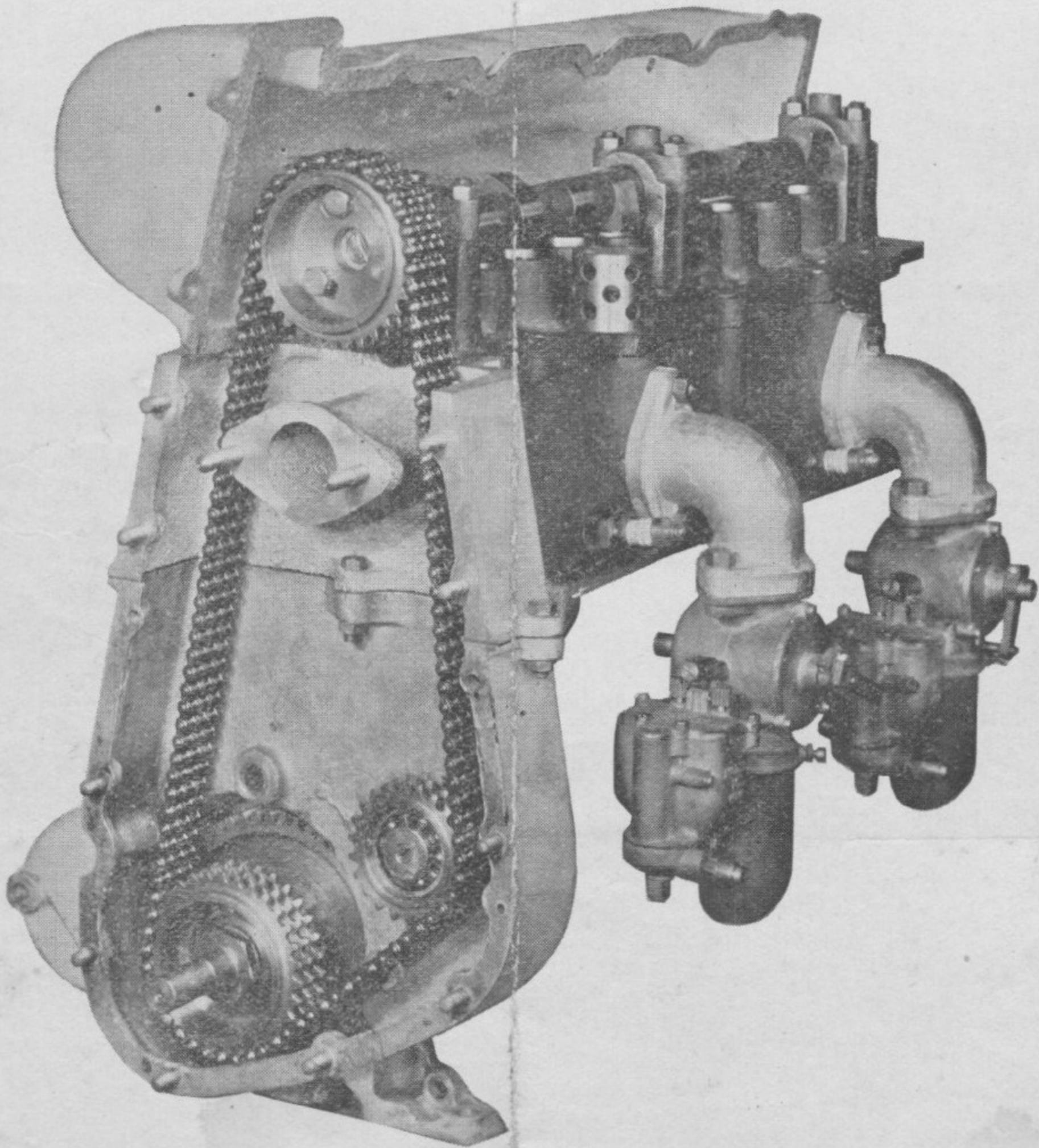


## Overhead Camshaft and Drive for Model "R" and "S-R" Frontenac Cylinder Heads



This remarkable outfit was designed and built by us at the insistent demand of many of our customers, users of Model "R" and "S-R" racing heads. It has many advantages over the old rocker arm system. It is simpler, more reliable, more efficient in every way and will add considerable speed to a racing motor, equipped with either cylinder head.

By eliminating the rocker arms it is possible to turn the motor up much faster than before and this allows the use of a supercharger if desired. Just note these facts; the size of the camshaft,  $1\frac{1}{4}$  inches does away with all bending and flexing of camshaft, which is a common complaint when using old style camshaft, thereby securing full opening of valves, thereby increasing speed of motor. The contour of the cams is such as to give a very smooth valve operation, avoiding valve and valve spring breakage. The valve operating cups are free to rotate in guides, thereby distributing wear evenly and insuring long life, beside doing away with usual trouble of guide pins coming loose. The whole outfit is oil-tight, the camshaft and valve cups operate in a bath of oil, with a drain hole at front. It will speed up your motor, make it more reliable and better looking.

Following is a brief description and list of specifications on this outfit.

**Camshaft:**  $1\frac{1}{4}$ " diameter, hollow for force feed oiling to all cams and bearings.

**Valve Opening:**  $\frac{3}{8}$ " after allowing for clearance.

**Valve Cups:**  $1\frac{5}{8}$ " diameter, hardened and ground, free to rotate.

**Main Bracket:** Cast Iron, valve cup holes reamed accurately bolt holes to match cylinder head.

**Drive:** Triple strength Diamond Silent Chain with adjustable idler.

**Housings:** Aluminum castings, sandblasted to a silken finish.