



Harmon & Collins

Grind number

7040

Intake 45° BTDC 75° ABDC .416 valve lift
Exhaust 75° BBDC 45° ATDC .416" valve lift

Street & Track

7041

Intake 51° BTDC 81° ABDC .414 valve lift **Super Drag & Bonneville**
Exhaust 81° BBDC 51° ATDC .414" valve lift

7173

Intake 45° BTDC 75° ABDC .376 valve lift **Super TT & Road Racing**
Exhaust 75° BBDC 45° ATDC .376" valve lift.

Some are drawn to this for what we missed so many years ago. Maybe it was the freedom you thought your neighbor had with his gleaming new Tiger Cub. You would say one day I am going to own one of those. For me it wasn't the Cub, but those bits that I was sure was going to make my bike go faster. This is one of those dreams that never came true... Kenny Harmon and Cliff Collins started Harmon & Collins in 1945. After a short period they split up with Cliff keeping the Harmon & Collins name and focusing on high performance ignition systems and Kenny developing engines for inboard boat racing. He later downsized and started K-H Cams strictly making motorcycle camshafts. Don't pester your local dealer looking for one of these, H&C closed its doors years ago.



I read the H&C advertisement and dreamed that I too would have a Super Drag bike or go to Bonneville... "Most tuners are acquainted with the superior characteristics of Roller Tappet Cams, such as improved wearing qualities, reduced friction, and more sophisticated valve lift profiles than are available with standard cam followers. Harman & Collins is the only company that manufactures a successful Roller Tappet Cam for Triumph motorcycles."

