

Jon Milledge Engineering

CAMSHAFTS

High Performance & Racing Cams for:

Porsche 944T, 944, 911, 944S, 944S2, 968, 968T

These camshafts are specifically developed by us and are not just someone else's regrind. All camshafts feature the latest technology ground on computer generated profiles.

944/928 2v Camshafts

Series II computer generated profiles, designed, developed and tested in 1997-2008. All 944 camshafts are ground on new German semi-finished billets. All profiles are proprietary and unavailable from any other source. Dyno tested at our \$100,000 dynamometer facility. All 944 2V cast billet Cams - \$800. 944 2V cams ground onto customers core. 944 4v cams ground on customer core, \$960 plus welding if required.

Normally Aspirated

IS4-14

944 2V Regrind on customer core.

Power band as stock. Idle as stock.

.474 cam lift intake and exhaust.

Uses stock valve springs for drop in installation. 8-10 bhp improvement.

S3-14

944 2V Best power band 3600-6500 rpm.

900 rpm idle.

.474 cam lift intake and exhaust. Stock base circles.

Can use stock valve springs or prefer 944 Turbo valve springs for best results.

12-18 bhp over stock camshaft with stock exhaust.

Needs stock fuel system pressure with Motronic at click 1.

Tested against all comparable competitor's camshafts and proven better.

277-14

944 2V Best power band 4000-6600 rpm.

900 rpm idle.

.474 cam lift (In & Ex) with stock base circles for drop in performance.

Uses stock or 944 Turbo valve springs for best results.

Motronic chip must have rev limit raised for best results.

14-20 bhp over stock camshaft with non-stock exhaust.

Needs stock (37 psi.) fuel system pressure with Motronic at click 1.

Tested against all competitor's camshafts and proven better. None were comparable.

CS-14

944 2V Best power band 4200-6800 rpm.

1000 rpm idle.

Off idle lope.

.474 cam lift (In & Ex) with stock base circles for drop in performance.

Uses stock or 944 Turbo valve springs for best results.

Motronic chip must have rev limit raised for best results.

18-26 bhp over stock camshaft with race exhaust.

Needs custom Motronic chip or aftermarket engine management.

No equivalent competitor's cam.

Used where lift is restricted to stock but racing cam is allowed.

8SR-14

944 2V Best power band 4000-6900 rpm.

1000 rpm idle.

.502 cam lift (In & Ex) with near stock base circles.

Uses 944 Turbo or race valve springs (recommended) for best results.

Motronic chip must have rev limit raised for best results.

28+ bhp over stock camshaft with race exhaust.

Needs custom Motronic chip or aftermarket engine management.

No equivalent competitor's cam.

Used where lift is un-restricted but racing cam is allowed.

B13-10, B13-14

for 944 2V race Best power band 4400-7200 rpm.

1100 rpm idle.

Off idle lope.

.539 cam lift (In & Ex).

Modified hydraulic lifters required.

Race valve spring & retainer package required.

Motronic will not work.

Bhp available depends upon tune of engine.

No equivalent competitor's cam.

Used where lift is un-restricted but racing cam is allowed.

B13-10 has better midrange power, B13-14 has better top end power.

Race Solid Lifter 304M2/280M-10

for 944 2V Best power band 5000-8200 rpm. 1300 rpm idle.

Off idle lope.

.595 cam lift In, .510 Ex.

Race solid lifter, valve spring & retainer package required.

Motronic will not work.

After market engine management only.

Bhp available depends upon tune of engine.

No equivalent competitor's cam.

Used where lift is un-restricted but racing cam is allowed.

Best results with unrestricted intake, fully ported cylinder head with larger valves, racing header, high compression, dry sump oil system.

N7/N9

4V Near stock, S, S2, 968 cores

.437 lift IN, .385 lift

EX Stock lifters OK, Stock valve springs.

N11/N9

4V More intake lift and duration than N7/N9. S, S2, 968 cores.

Recommend S valve springs.

Peak power near 7000 rpm.

Turbocharged

277/XS-14

944 2V Best power band 3600-6500 rpm.

900 rpm idle.

.474 cam lift IN & .434 EX with stock base circles for drop in performance.

Uses 944 Turbo valve springs. 15-22bhp over stock camshaft with improved exhaust.

Needs stock (37 psi.) fuel system pressure with Motronic at click 1.

Tested against all comparable competitor's camshafts and proven better.

CS-16

944 2V Best power band 3500-6800 rpm.

950 rpm idle.

.474 cam lift (IN & EX) with stock base circles for drop in performance.

Uses stock or 944 Turbo valve springs for best results.

Motronic chip must have rev limit raised for best results.

Up to 450bhp.

Needs aftermarket engine management, larger turbo, larger injectors, raised fuel

pressure, larger fuel pump.

No equivalent competitor's cam.

8SR/S3-14

944 2V for stock valve sizes or **8SR/277-14** for larger intake valve best power band 3800-6900 rpm.

900rpm idle.

.502 IN cam lift & .475 EX. with near stock base circles.

Uses race valve springs.

Motronic chip must have rev limit raised for best results.

To 490bhp with race exhaust, larger turbo, larger injectors, raised fuel pressure, larger fuel pump.

Needs custom Motronic chip or aftermarket engine management.

No equivalent competitor's cam.

Used where lift is un-restricted but racing cam is allowed.

B13/8SR-14

944 2V Best power band 4200-7200 rpm.

1000 rpm idle.

.537 IN cam lift & .502 EX.

Modified intake hydraulic lifters required and longer intake valve stems or lash caps may be required depending on tip height.

Race valve spring & retainer package required.

Motronic will not work.

Bhp available depends upon tune of engine.

No equivalent competitors cam.

Used where lift is un-restricted but racing cam is allowed. Power up to 625 bhp.

304M2/280M-14

solid lifter for 2V 944T.

Best power band 4700-8200 rpm. 1200 rpm idle.

.595 gross cam lift IN, .526 gross EX.

Race solid lifter, valve spring & retainer package required.

Motronic will not work.

Bhp available depends upon tune of engine.

No equivalent competitors cam.

Used where lift is un-restricted but racing cam is allowed.

Best results with unrestricted intake, fully ported cylinder head with larger valves, racing turbo header, racing turbo.

N7/N9

4V Near stock, S, S2, 968 cores

.437 lift IN, .385 lift EX

Stock lifters OK.

Stock valve springs.

N11/N9

4V More intake lift and duration than **N7/N9**.

S, S2, 968 cores.

Recommend S valve springs.

Peak power near 7000 rpm.

Dry sump recommended

277/N11

More intake lift and duration than **N11/N9**.

S, S2, 968 cores with welded intake.

Recommend race valve springs.

Peak power near 7400 rpm.

Dry sump highly recommended.

N13/277

More lift and duration than **277/N11**.

S, S2, 968

cores must be welded.

Race valve springs required.

Peak power at or near 8000 rpm.