

STREETMASTER MAX EFFICIENCY CAMSHAFTS

| GRIND # | ADVERTISED DURATION | | .050" DURATION | | CAM LOBE LIFT | | VALVE LIFT 1.5:1 ROCKER | | VALVE LIFT 1.6:1 ROCKER | | VALVE LIFT 1.7:1 ROCKER | | LOBE CENTRE SEPARATION |
|---------|---------------------|------|----------------|------|---------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| HVH 368 | 259° | 266° | 188° | 190° | .248" | .248" | .372" | .372" | .396" | .396" | .422" | .422" | 112° |

HYDRAULIC: Smooth idle. Maximum low down torque and throttle response. Ideal for heavy vehicle with 9:1 compression or less. Stock rear axle ratios 2.6:1-3.00:1. Stock carb, ignition exhaust. Perfect for tow vehicles and maximum mileage requirements. RPM range idle – 4000 with stock engine.

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| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| CLH 765 | 257° | 260° | 189° | 192° | .232" | .232" | .348" | .348" | .371" | .371" | .395" | .395" | 106.5° |

HYDRAULIC: Smooth idle. Strong low down torque with potent mid range 9:1 compression or less. Suited for vehicle tall gears. Especially successful in V8s with minor modifications such as 4-barrel carb and good exhaust system. Excellent mileage. RPM range idle – 4300.

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| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| HSB 186 | 253° | 267° | 197° | 197° | .229" | .229" | .344" | .344" | .366" | .366" | .389" | .389" | 107.5° |

HYDRAULIC: Exceptional daily driven cam in the 6 cyl engines. Short lift and increased duration. Promotes valve train reliability. Can be used with stock springs. Power increases right through the RPM range. Use with stock converter and compression. RPM range idle – 4500.

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| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| BT 3300 | 254° | 250° | 193° | 193° | .258" | .256" | .387" | .384" | .413" | .410" | .438" | .435" | 112.5° |

HYDRAULIC: Smooth idle. Strong low-mid range torque. Excellent grind in the smaller capacity V8s or 6 cyl engines. Works well with stock compression ratios and stock torque converts. Ideal stock cam replacement, fully compatible with late model computer-controlled engines. Excellent mileage. RPM range idle – 4400.

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| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| CSBH 300 | 250° | 265° | 194° | 201° | .258" | .273" | .387" | .409" | .413" | .437" | .439" | .464" | 112° |

HYDRAULIC: Smooth idle. Strong low down and good mid-RPM torque. Compression ratios 8.5 to 9:1/9.5:1 max super fuel. Up to 10:1 plus with LPG mild performance profile for otherwise stock engine. Ideal towing. 4 x 4 pleasure ski boat, highway use. Works well with mild modifications, ignition, intake 4-barrel carb. RPM range idle – 4500.

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|----------|---------------------|------|----------------|------|---------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| CSBH 440 | 256° | 263° | 200° | 207° | .268" | .286" | .402" | .429" | .429" | .458" | .456" | .486" | 112° |

HYDRAULIC: Slightly more aggressive version of the CSBH 300. Strong torque, with excellent mileage potential. Especially successful in 350ci or larger engines. Also great mild performance profile in the smaller engines. RPM range idle – 4800.

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| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| HVH 308 | 270° | 263° | 204° | 203° | .278" | .276" | .417" | .414" | .445" | .442" | .473" | .469" | 110° |

HYDRAULIC: Very slight lobe, excellent torque with strong mid-range improvement. Great performance grind with stock converter and tall ratio rear axle. Improved passing power, towing and LPG grind. Works with otherwise stock engine. Recurved distributor advised. RPM range 1200 – 4800.