Ideal for towing, everyday driving, RV or 4-wheel drives, maximum torque and fuel economy, excellent LPG use. Ideal stock cam replacements where stock torque converters are used. Works well with stock or mildly modified engines and tall highway axle ratios. Minimum of 25% power and torque increase over stock grinds, while improving mileage in most cases. These cams are designed to provide maximum cylinder filling under 5000 RPM with optimum torque at 2000 – 2500 RPM. All are computer friendly for late model cars, and in many cases will not affect emission levels, however, computer program upgrades may be required.

Engine Requirements

- Stock or aftermarket dual plane intake for V8s.
- Original quadrajet for Chev and Holden V8s.
- Replacement carburettors for Holden 253 – Holley 465 cfm or Carter 600 cfm, Rochester Quadrajet.
- Replacement carburettors for Holden 308 and Ford 302 – Holley or Carter 600 cfm, Rochester Quadrajet.
- Replacement carburettors for engines over 5 litre should be Holley or Carter 600, but 750 VAC secondary Carter is also an excellent choice. Rochester Quadrajet is still hard to beat.
- Extractors not mandatory, but would help where the rest of the exhaust system is restrictive. Those running good dual exhausts with free flow mufflers can get away without extractors, nevertheless their use is recommended if practical in Max Efficiency vehicles.
- Stock torque converters are OK.
- Highway axle ratios in most cases are OK. Smallest engines in heaviest cars may benefit from at least one ratio increase if using the larger of the Max Efficiency profile cams.
- Compression ratios can be stock. Excessive increases in compression ratios will cause detonation when used with the Max Efficiency camshafts and ordinary leaded or unleaded fuels. Higher compressions will be beneficial in such engines when built for use with LPG fuel. 9.5:1 ratio should not be exceeded unless engines are to be LPG only applications. Dual fuel engines should be under 9.5:1.
- Stock ignition, with recalibrated advance curve and vacuum advance operational. LPG engines would benefit from OEM or aftermarket high energy electronic ignitions, calibrated to suit specific vehicles.
- Stock valve-trains will work fine, rocker arms, valves and spring in very good condition. Springs should be replaced with at least stock OEM types. 90 lbs seat pressures are recommended, bronze valve guides and exhaust seat inserts or induction hardened seats for LPG and unleaded fuels.
- Computer controlled and fuel injected engines will be completely compatible with Max Efficiency camshafts. High manifold vacuum will be retained as will mileage. Mileage improvements can be expected in properly prepared Max Efficiency engines. Emission requirements will easily be met with these camshafts in most model years.