

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.	
	CSBH 516	293	295	238	246	.345	.357	.518	.536	.552	.571	.587	

HYDRAULIC: Rough idle. Exceptional street/strip hydraulic profile. Outpowers most equivalent solid lifter profiles. Latest design yields valve train stability with excellent power and torque. 10.5:1 compression a must. 3000 RPM converter for autos. Good heads, single plane intake recommended. RPM Range 3400 - 6800 plus.

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.	
	CSBH 518	287	298	236	247	.344	.358	.516	.537	.550	.573	.585	

HYDRAULIC: Rough idle. Wider lobe centre version of CSBH 516. Excellent N2O grind producing more top end in the larger engines. Particularly successful in Ford and Holden V8s. Same modification requirements as CSBH 516. Makes 410+ B.H.P. in our S.S-2 355 Holden stroker with 10.5:1 compression and Torker intake. RPM Range 3400 - 6800 plus.

True performance grinds designed for competition and limited street use. These powerful, no compromise lobes produce awesome power and torque levels in fully prepared engines with 10:1 compression plus. Upgraded valve trains are mandatory. Bracketmaster Hydraulic Grinds give nothing away to equivalent solid cams. Fully prepared cylinder heads with maximised induction systems will gain optimum benefits from these profiles. Bracketmaster hydraulics are extensively used in our S.S-2 Holden and Ford Stokers and in all levels of the whole Bracketmaster engine family. RPM Range 3000-7000 depending on engine size, medium to rough idle. Call us for the optimum dyno developed combination to suit your application.

Engine Requirements

- Dual plane aftermarket intake manifold for 308ci Holdens. Single plane for Holden 355 and 383ci strokers, all Chev V8s, all Ford V8s.
- Minimum Carburettor size 650 cfm.
- Extractors mandatory: 1 5/8" primaries for engines under 330ci. 1 3/4" primaries suggested for 350ci and bigger. Primary pipe lengths between 28" - 32". Most profiles work O.K. with efficient 2 1/4" dual exhaust systems (balance pipe crossover recommended) or 2 1/2" or bigger single system for the smaller engines.
- Compressions over a true 10:1 are vital to take full advantage of these profiles.
- Fully prepared big valve heads with Stage III Streetmaster or Bracketmaster porting will take full advantage of these aggressive grinds.
- Valve trains including high quality single groove valves. Chrome moly retainers, machined keys 7 deg or 10 deg. Hardened pushrods, screw in studs, guide plates, roller rockers. Stud girdles recommended for endurance type competition in boat speedway or circuit. Definite need for 1.450" competition valve springs. Spring pads on Holden and Chev V8s will need machining. Valve guide tops should be machined to accept positive stem seals and to create clearance for spring retainers at full lift.
- Auto trans cars require 3500 rpm converters, 3.5 to 3.9:1 ratio rear axles. Heavier cars with smaller engines may need stiffer gearing and/or higher RPM stall speed.
- Fuel and spark plug recommendations the same as for Streetmaster Dual Purpose grinds.
- Bracketmaster hydraulics have rough idle with reasonably low idle vacuum. They are still successful in the weekend street cruiser in the properly set up car. Fuel economy is not a strong characteristic, but awesome performance is readily available from around 2800-7000 RPM.
- These profiles are also very successful with methanol fuels and are popular in speedway classes. Street cars with aftermarket fuel injection systems benefit greatly from these efficient profiles in broadening their effective RPM torque band.
- Hi energy electronic ignitions are highly recommended. Per dollar outlay we have had our best results with Bosch based electronic ignitions in the Holdens and Fords, and modified GM Delco HEI electronic distributor in the Chevs. MSD7 ignitions are an excellent spark booster for the higher compression engines with any H.E.I. distributor and are highly recommended even for street use.