

STREETMASTER HYDRAULIC ROLLER 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.	
CSBR 188	267	269	204	210	.274	.483	.411	.425	.438	.453	.466	.481	112

HYDRAULIC: Excellent daily driven efficiency. Strong bottom end and mid range torque. Ideal S.T-2 Holden V6 cam. Very slight lobe at idle. Works with flat tappet springs. Great street performance, with results equalling flat tappet cams around 215 – 218 degrees @ .050". 165kW with our S.T-2 3.8 V6 engine combo. RPM Range 1500 - 5000 in V8s.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 198	272	272	211	211	.285	.485	.428	.428	.456	.456	.485	.485	112

HYDRAULIC: Moderate Idle. Performance street grind for daily use. S.T-3 Holden V6 grind. Great stump pulling torque in V8's, with strong mid range torque in the mildly modified engine. Excellent performance grind for modified "EB" Ford OHC 6 cyl. 175kW, S.T-3 3.8 V6 camshaft. RPM Range 1700 - 5400.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 556	288	288	213	219	.307	.322	.461	.483	.491	.515	.522	.547	112

HYDRAULIC: Fair idle. Optimum street performance grind in mildly modified engine with increased compression. Needs 1800 RPM converter and modified computer for injected engines. Strong power low down and mid range. RPM 2000 - 5500.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 506	288	288	219	219	.322	.322	.483	.483	.515	.515	.547	.547	110

HYDRAULIC: Fair idle. Excellent daily use performance grind in the modified engine. Needs 9.5:1 compression plus with improved heads and induction. 2500 torque converter recommended. Outperforms flat tappets with 225-230 deg @ .050". RPM Range 2200 - 5700.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 520	286	286	222	222	.317	.317	.476	.476	.507	.507	.539	.539	112

HYDRAULIC: Fair idle. Street performance grind with excellent dual purpose usage. Ideal optional grind in S.T-3 engines. Need similar modification to CSBR 506. Is especially suited to the larger engines or lighter car. RPM Range 2400 - 5800.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 554	281	289	217	227	.311	.324	.467	.486	.498	.518	.529	.551	112

HYDRAULIC: Fair idle. Street performance grind with modified engine. Ideal EFI grind or mild turbocharger or supercharged engine cam. Excellent throttle response in the 9.5:1 compression engine with 2000 RPM hi stall converter. RPM Range 2200 - 5600.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBR 523	286	298	222	232	.317	.333	.476	.500	.507	.533	.539	.566	113

HYDRAULIC: Lopey idle. S.T-3 type dual purpose grind. Needs 10:1 compression and improved induction. 2500-3000 RPM hi stall converter and lower rear axle gears mandatory. Produces about 5% more torque than an equivalent tappet grind. RPM Range 2500 - 6000.