

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 310	271°	268°	211°	211°	.295"	.293"	.442"	.440"	.472"	.469"	.501"	

HYDRAULIC: Moderate idle, substantial torque and power gains throughout RPM range. Stump pulling acceleration. Compression ratios over 9:1 required. Improved ignition, exhaust intake manifold suggested. Streetmaster cylinder heads for optimum results. Works with stock converters and tall gears. RPM range 1500 – 5000+.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	HVH 892	266°	266°	212°	212°	.292"	.292"	.438"	.438"	.467"	.467"	.496"	

HYDRAULIC: Moderate idle. High velocity profile providing strong torque and power in the mildly modified engine. Very successful grind in late model EFI Holden V8 with S.T-2 C.O.M.E. Powerboard. RPM range 1500 – 5300.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	HVH 890	266°	266°	212°	212°	.292"	.292"	.438"	.438"	.467"	.467"	.496"	

HYDRAULIC: Moderate idle. High velocity lobes. Exceptional torque and throttle response in mildly modified engines. One of our S.T-2 Streetmaster cam profiles. Provides broad power without excessive compression ratio increases. RPM range 1500 – 5000+. 215+ kW in modified 5 litre Holden EFI V8's. Also over 300 B.H.P. in S.S-1 355 Holden strokers.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	HVH 214	278°	274°	213°	213°	.293"	.292"	.440"	.438"	.469"	.467"	.498"	

HYDRAULIC: Moderate idle. Substantial power gains throughout RPM range. Especially suited to auto transmission full size cars. Improved breathing components an advantage, but will still work with stock compression ratios. Excellent 4 w 4 cam and ski boat grind. RPM range 1500 – 5000.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBH 201	280°	280°	214°	216°	.299"	.299"	.448"	.448"	.478"	.478"	.508"	

HYDRAULIC: Moderate idle. Great stump pulling grind especially successful in mildly modified engines with stock compression and manual trans. Excellent 4 w 4 cam. Great cam for the bigger engine. Good all-round grind with stock cylinder heads. RPM range 1600 – 5200.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CLH 212	265°	273°	215°	217°	.281"	.283"	.422"	.425"	.450"	.453"	.478"	

HYDRAULIC: Moderate idle. High velocity profile, substantially more powerful than competitive grinds with similar specifications. Stump pulling torque and excellent throttle response. Wide lobe separation suits Ford and Chev V8s and Holden strokers. RPM range 1500 – 5300+.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CLH 215	265°	273°	215°	217°	.281"	.283"	.422"	.425"	.450"	.453"	.478"	

HYDRAULIC: Moderate Idle. Hi velocity profile, 110 Lobe centre version of CLH 212. Extremely powerful short duration grind. Ideal everyday use. High performance grind which still delivers violent low-mid RPM torque and excellent top end without the need for ultra high compression ratios. RPM 1500 - 5000 plus.