

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 462	272°	276°	218°	222°	.307"	.307"	.461"	.461"	.491"	.491"	.522"	

HYDRAULIC: Moderate Idle. This is our most popular 308 Holden S.T.-3 auto trans cam. Exceptionally flexible profile also works great in S.T-2 Ford and Chev V8s. Good vacuum and mileage potential while providing excellent mid to RPM power. The standard 355ci & 383ci S.S-2 EFI grind. 245 kW and 255 kW respectively. RPM Range 2200 - 5500 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 461	272°	276°	218°	222°	.307"	.307"	.461"	.461"	.491"	.491"	.522"	

HYDRAULIC: Fair idle. Manual trans Holden 308 S.T.-3 cam. Pure street grind in Holden S.S-2 355 stroker. Excellent in Ford and Chev S.T-2 or 3 engines. Great all rounder for modified engines. Primarily for daily street performance. Needs 9.5:1 plus comp. RPM Range 2200 - 5700 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 222	273°	273°	222°	222°	.313"	.312"	.470"	.468"	.501"	.499"	.532"	

HYDRAULIC: Moderate lope idle. Hi velocity profile, which makes more power and torque than traditional grinds with up to 8 deg. more duration at .050". Very powerful profile where full street equipment is used, mid range and top end acceleration are very potent. 9.5:1 compression and Streetmaster heads recommended. Small 1800-2000 RPM Converter an advantage. Excellent Holden EFI grind in all size engines with the right engine combo. RPM Range 2000 5700 plus.

Engine Requirements

- Stock or aftermarket dual plane intake for V8s.
- Original quadrajet for Chev and Holden V8s.
- Original Carter Thermoquad for Ford 302-351C.
- Replacement carburetors for Holden 253 – 600 cfm Holley, Carter.
- Extractors with efficient dual exhausts are vital. Dual systems should have crossover pipe between banks, popular big bore single systems, to be successful, must have maximum efficiency mufflers.
- Stock torque converters will work for most engines fitted up to CLH 112 profile. Small Engines, 5 litre or less, in full size cars with tall axles will benefit from 1800-2000 hi-stall converters. For optimum results, larger profiles in medium to smaller engines should have 2000-2500 converters, e.g. 253-308-302 Cleveland in full size car should have hi-stall with CSBH 460 and 2500 stall with CSBH 222. 327 C.I. and bigger engines up to 351ci will need 2000 converter for larger profiles, stock stall for smaller cams.
- Compression ratios can be stock, but ideally, something over 9:1 would be optimum for all profiles, in all size engines. Profiles are fully compatible with LPG fuels.
- Ported Streetmaster small valve heads are a definite advantage, small valves retain air flow velocity in Holden 253-285-308, Ford 302-351C, Chev Small Blocks, Holden 355 and 383ci Stroker needs L34 valve size.
- Stock axle ratios O.K. for all but the small engines with the largest profiles. Maximum compromise between cruising and acceleration ratios 3:1 - 3.5:1 depending on engine size.
- Stock valve trains O.K. Mandatory to have improved valve springs. Non-adjustable valve train engines such as Ford Cleveland, Crossflow 6 cyl, Holden V8 and 202 6 cyl should be carefully setup to achieve correct lifter pre-load.
- Most cams in the street performance range are both computer controlled car compatible. Performance chips for ECU required in all cases.
- Hi Energy Ignition systems are a big advantage.
- Fuel economy in most cases will not differ significantly. Profiles below and including CLH 212 in the properly set-up engine will produce strong torque and power up to 5200 RPM without fuel economy losses. Power increases stock are consistently between 40% and 50%.
- Profiles from CLH 215 up may experience marginal fuel economy loss, but will enable up to 60% power increases extending the RPM range to at least 5500. The group's benefit is awesome - mid range torque increases, while still retaining excellent daily driveability. A by-product of the fast-acting, short "hydraulic intensity" lobe designs.