

## STREETMASTER DUAL PURPOSE 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.	
CLH 325	278	290	222	222	.288	.492	.432	.438	.461	.467	.490	.496	109

HYDRAULIC: Moderate idle with lope. Excellent performance grind for mildly modified engines. 9.5:1 compression. Will work with full size car and 2000 RPM converter in autos. "Streetmaster" heads an advantage. This profile is particularly successful in limited induction speedway or marine race classes. RPM range 2200 - 5400.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBH 386	295	285	223	221	.299	.496	.449	.444	.478	.474	.508	.503	114

HYDRAULIC: Excellent all-round torque and power maker. 9.3:1 compression or more required. Fair idle with great throttle response. Brilliant ski boat grind with dog clutch. Modified heads and breathing essential. 1960's muscle car cam. RPM Range 2200 - 5500.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBH 269	289	278	225	223	.301	.303	.452	.455	.482	.485	.512	.515	114

HYDRAULIC: Moderate idle. Strong mid range and upper RPM power. A good performance cam choice where compression ratios are stock or slightly higher than original. Will work with stock exhaust manifolds or marine manifolds. Excellent street performance cam. RPM range 2200 - 5700.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
HVH 594	286	286	223	224	.303	.302	.455	.453	.485	.483	.515	.513	110

HYDRAULIC: Lopey idle. Specific performance grind. Modified heads, induction and exhaust required 9.5:1 or more compression. 2500 RPM stall converter for autos. Good performance choice for the big car or smaller engine. RPM Range 2500 - 5700.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
HVH 620	286	286	223	224	.308	.308	.462	.462	.493	.493	.524	.524	110

HYDRAULIC: Lopey idle. Needs modified engine, 10:1 compression, stiff gearing, and hi stall converter. Hi Lift, moderate duration. Excellent power. RPM Range 2500 - 5800 plus. Gentle lobes easy on a stock valve train.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBH 301	297	291	225	224	.311	.309	.467	.464	.498	.494	.529	.525	111

HYDRAULIC: Lopey idle. More suited to Chev & Ford V8s than HVH 594. Excellent all rounder in the heavy car. 2500 converter and Streetmaster heads needed. RPM range 2500 - 5800.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CLH 280	268	278	223	231	.291	.498	.437	.447	.466	.477	.495	.507	112

HYDRAULIC: Moderate idle. Excellent overall power. Works best with aftermarket dual plane intake, extractors and 4-barrel carb. Strong pulling power over broad power range. Stock compression O.K. "Streetmaster" heads recommended. RPM Range 2200 - 5500. Ideal high performance grind in 9.5:1 Ford X-Flow with our S.T-3 head. Needs 2500 converter or manual transmission.