

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 330	280	280	225	227	.307	.313	.461	.470	.491	.501	.522	

HYDRAULIC: Lopey idle. Popular S.T-3 cam in street/strip engine with 9.5:1+ compression. Needs 2500 RPM converter, improved Induction, S.T-3 Cylinder heads. Strong mid range power with excellent throttle response for dual purpose applications. Great speedway 6 cyl. grind. RPM range 2500 - 6000.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CLS 235	261	266	225	227	.315	.317	.473	.476	.504	.507	.536	

MECHANICAL: Moderate idle. Brilliant daily use solid lifter cam, exceptional broad torque range in everyday V8s. Great performance street/strip cam in the smaller S.T-3 6 cyl. engines with optional adjustable valve trains. Hi velocity lobes provide excellent bottom end torque without sacrificing top end power. RPM Range 2200 - 5800. (Hot Lash: Int .022" Exh. .022")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBH 335	275	279	226	226	.311	.313	.467	.470	.498	.501	.529	

HYDRAULIC: Lopey idle. Popular S.S-2 Holden stroker 355 ci cam. Produces over 330 HP and 390 ft. lbs torque in 9.5:1 version. Requires 2500 converter. Great daily use performance cam in the larger engines. Produces more torque and power than many aftermarket cams with 230 deg duration @ .050". RPM Range 2500 - 6000.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBH 230	271	286	222	230	.313	.321	.470	.482	.501	.514	.532	

HYDRAULIC: Lopey idle. Hi velocity profile, excellent street/strip choice, great speedway, O.K. performance boat use. Dual pattern grind. Provides strong power over broad RPM range. 9.5:1 compression. Streetmaster heads. Improved induction and exhaust mandatory. Needs 2000-2500 converter. Easily outpowers competitive grinds with similar .050" duration. RPM Range 2300 - 6000 plus.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CLH 575	282	300	222	234	.308	.325	.462	.488	.493	.520	.524	

HYDRAULIC: Hi Lift version of CLH 280 - same recommendations apply. Although better heads and compression increase is advisable. This is a great street/strip grind. Dual pattern design is good N2O choice. Makes 340+ B.H.P. in S.T-3 351c. Free flow exhaust a must. RPM Range 2300 - 6000.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBH 401	291	288	228	228	.312	.309	.468	.464	.499	.494	.530	

HYDRAULIC: Lopey idle, true street/strip performer. Performance modifications mandatory. Broad power range with excellent top end. Increased compression vital. Hi stall converter. RPM Range 2500 - 6000 plus.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	HVH 682	292	292	230	230	.308	.308	.462	.462	.493	.493	.524	

HYDRAULIC: Lopey idle. Strong street or bracket race. Modified engine mandatory. 10:1 or more compression. Mid range and top end power. Very good choice for the bigger capacity engines. Stiff gears and hi stall converter a must. Good speedway grind. Also suited to street/strip EFI Holden strokers with single or twin throttle body induction. RPM range 2500 - 6000 plus.