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 82	280	280	230	230	.314	.315	.471	.473	.502	.504	.534	.536	108

HYDRAULIC: Lopey idle. Hi velocity profile producing very broad power. Fabulous street/strip cam in the well built engine. Needs 10:1 compression, improved induction. Less sensitive to exhaust restriction than many similar profiles, therefore successful with wet marine manifolds or street exhausts. Makes 370 BHP in our Bracketmaster Chev 383 with total streetability. Range 2500 - 6000 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 53	281	286	229	231	.319	.321	.479	.482	.510	.514	.542	.546	109

HYDRAULIC: Lopey idle. Excellent power in the well prepared engine. Works well with highly modified heads. power. Excellent performance grind for street/strip, marine or limited speedway classes. Makes 350+ B.H.P. in 355 S.S-2 Holden strokers with 9.5:1 comp. RPM Range 2500 - 6200 plus.

Designed for those engines whose mileage and smoothness are not critical characteristics. These grinds will produce maximum power and torque in street/strip and daily driven performance cars or limited competition boats and speedway cars. Well built engines with maximised breathing and compressions are vital. Hi stall torque converter from 2500-3000 are required depending on engine size. Our S.T-3 Streetmaster engines use and have been extensively tested with these grinds. For maximum results, dual plane intakes for Ford and Holden V8s with single planes recommended for Chev V8 in light cars. Rear axles from 3:1 – 3.5:1. Call us for the optimum dyno developed combination to suit your application.

Engine Requirements

- Aftermarket dual plane intake manifold highly recommended.
- Optimum Carburetion – well set up Quadrajet – 650-750 cfm Holley or Carter 4 Barrel carbs.
- Edelbrock Performer RPM or Weiand "Stealth" manifolds, recommended for properly set up larger engines (hi compression, stiffer rear axles, CLH 575 or larger cams 2500-3000 hi stall converters)
- Single plane intakes only in lighter, fully set up combinations as shown above, designed for bracket, speedway or boat racing.
- All profiles are fully streetable, but with lopey to moderately rough idle. Drop in manifold vacuum may interfere with vacuum operated accessories and reduce throttle response and fuel mileage. Appropriate compression ratios increase to over 9.5:1 is mandatory in many cases.
- Optimum gearing from 3:1 – 3.7:1 depending on vehicle weight and engine size. Full size Falcon or Holden with 308 or 302ci engines should have 3.5:1 axle and 2500-3000 torque converter. Larger engines 350-400ci in full size cars will work well with 3:1 – 3.5:1 and 2500 converter. When using larger grinds, stiffer rear gears are recommended. Light cars with medium to larger engines will be optimised with 2500 converters and 3:1 or 3.25:1 axles.
- Full Stage III Streetmaster cylinder head porting highly recommended. L-34 valves for 308 or 355 Holden Stroker. 253 or 285 should retain small valves. 302-351ci Ford should also retain 2V valves in most cases. Ford and Holden 6 cyl must have larger valves.
- Hi energy ignitions are mandatory for optimum results with modern low octane fuels. Straight AV-Gas or mixture of Super and AV-Gas for bracket racing, especially vital when using N2O. Spark plug heat range should be approximately 2 ranges colder for heavy duty use and at least one range colder for normal performance use.
- Valve trains should be upgraded with hardened pushrods, screw in studs, guide plates and roller rockers for street/strip application. High performance street cruisers will get by with stock valve trains, but upgraded valve springs are vital. Stock valve trains should be limited to 5500 RPM. Ford V8s operating over 5500 RPM should have single groove valves and upgraded pushrods.
- Streetmaster Dual Purpose grinds are the most flexible choice for predominantly street driven cars which see track use occasionally. They are designed to work with street exhaust systems and will be successful in limited boat racing classes requiring wet manifolds or mufflers. Limited class speedway racers are using many of these profiles successfully in Ford and Holden 6 cyl engines as well as V8s.