

| 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. | |
| | CSBS 302 | 317 | .308 | 255 | .253 | .320 | .319 | .480 | .479 | .512 | .510 | .544 | |

MECHANICAL: Lopey idle. Strong street/strip performance grind, easy on the valve train, excellent endurance boat or speedway profile. 10.5:1 compression plus required. Needs good cylinder heads, induction and exhaust system. Broad power range. RPM range 3000 - 6500 plus. (Hot Lash: Int .028", Exh .028")

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|---------|---------------------|------|----------------|------|---------------|------|-------------------------|------|-------------------------|------|-------------------------|------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| | CSBS 688 | 280 | .284 | 243 | .249 | .344 | .350 | .516 | .525 | .550 | .560 | .585 | |

MECHANICAL: Lopey idle. Works best with over 10:1 compression and Bracketmaster cylinder heads. 3500 torque converter. Hi velocity profile outperforms cams with substantially bigger durations. Produces 420+ B.H.P. in our S.S-3 Holden 355 stroker engines and 450 B.H.P. in our 378ci Ford Cleveland S.S-3 engines. Excellent compromise cam for street, strip or boat use. RPM Range 3200 - 6800. (Hot Lash: Int .025", Exh .025")

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|---------|---------------------|------|----------------|------|---------------|------|-------------------------|------|-------------------------|------|-------------------------|------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| | CSBS 686 | 280 | .284 | 243 | .249 | .344 | .350 | .516 | .525 | .550 | .560 | .585 | |

MECHANICAL: Lopey idle. 106 deg lobe centre version of CSBS 688. More at home in auto trans bracket racing. 350 Chev stock class ski boat racing and NO compromise street/strip cars, where idle quality is less important. speedway and circuit cam. More mid range torque suits the heavier car. RPM Range 3000 - 6600. (Hot Lash: Int .025", Exh .025")

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|---------|---------------------|------|----------------|------|---------------|------|-------------------------|------|-------------------------|------|-------------------------|------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| | CLS 642 | 283 | .296 | 247 | .258 | .327 | .341 | .491 | .512 | .523 | .546 | .556 | |

MECHANICAL: Lopey idle. Super street/strip grind. Needs good cylinder heads and compression. Dual pattern grind works with N2O. Produces exceptional power over wide range. Equally at home in Chev, Ford or Holden V8's. Needs 4000 converter. RPM Range 3300 - 6600 plus. (Hot Lash: Int .026", Exh .026")

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|---------|---------------------|------|----------------|------|---------------|------|-------------------------|------|-------------------------|------|-------------------------|------|------------------------|
| | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | INT. | EXH. | |
| | CLVS 648 | 293 | .302 | 249 | .258 | .332 | .346 | .498 | .519 | .531 | .554 | .564 | |

MECHANICAL: Rough Idle. Competition or super street grind. 11:1 compression recommended. Great speedway or bracket race grind. Single Plane intake and fully modified heads essential. Good with auto and 4000 converter. Range 3500 - 6800 plus. (Hot Lash: Int .025", Exh .025")

These are the most popular solid grinds in our range, providing true dual purpose use. They are equally at home on race tracks as they are in dual purpose pro-street type vehicles. They provide tractable power with very strong mid range acceleration for optimum results in the very heavy car and many speedway classes. Many are also popular in limited boat race classes. Well prepared engines with 10:1 or more compression is vital. RPM Range 2500-7000 depending on engine size. Medium to rough idle. You simply won't find medium range solid profiles producing broader power and torque than our Bracketmaster Solids - anywhere.

Engine Requirements

- Most requirements the same as for Bracketmaster hydraulics.
- Solid cams will require periodic valve lash adjustments. In typical street/strip use, valve lash should receive attention about every 2000kms. Normal street driving or weekend street class drag racers should re-adjust valves every 20-25 ¼ mile passes.
- The big advantage of most solid lifter profiles is their ability to have reasonably fast valve lift rates without overcoming typical hydraulic valve lifters to cause valve float and lifter pump up. Although our carefully developed Bracketmaster hydraulics have better performance potential than our competitors older designs, these Bracketmaster