

## ULTIMATE STREET RACER 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.	
CSBH 17	305	.13	243	.253	.339	.354	.509	.331	.542	.366	.576	.602	112

**HYDRAULIC:** Rough idle. Full competition hydraulic grind. This is the optional grind in the "Weekend Warrior" engine package. 10:1 compression plus vital. Needs full-on cylinder heads. Single plane intake. Good with N2O. Makes 500 B.H.P. in small port Bracketmaster 454ci Chev engine combo. RPM Range 3400-6800 plus.

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
HVS 252	289	.296	252	.259	.356	.367	.534	.551	.570	.387	.605	.624	108

**MECHANICAL:** Excellent bracket race and pro-street cam. 11:1 or more recommended. Needs fully modified heads. High lift profile suits all forms of racing where mid range and top end power are both essential. Works equally well in Holden, Chev & Ford V8s. Great N2O cam. RPM range 3500 - 7000 plus. (Hot Lash: Int .026", Exh .026")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBS 137	286	.293	254	.262	.365	.376	.548	.564	.584	.602	.621	.639	106

**MECHANICAL:** Rough Idle. Violent response at mid top end RPM. Bracket race cam especially suited to the drag racing street/strip or pro-street car. Excellent 4-speed cam, or autos with 4000 RPM converter. Requires fully built engine with full-on heads. RPM Range 3800 – 7000 plus. (Hot Lash: Int .018", Exh .020")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBH 45	310	.13	263	.271	.341	.350	.512	.525	.546	.360	.580	.595	112

**MECHANICAL:** The ultimate street/strip grind for the small block Chev. Excellent with OEM modified cylinder heads and single plane intake 11:1 compression or more the best results. Very easy on the valve train. Great speedway or boat use. RPM Range 3000 - 7000 plus. (Hot Lash: Int .022", Exh .024")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBS 458	310	.18	263	.271	.340	.348	.510	.522	.544	.357	.578	.592	108

**MECHANICAL:** The ultimate street/strip grind for the small block Chev with aftermarket alloy heads. Great for Holden V8 and Ford V8 with fully modified heads and 11:1 compression or more. Broadest torque and power range. RPM 3000 - 7000 plus. (Hot Lash: Int .022", Exh .024")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
CSBS 456	310	.18	262	.272	.339	.349	.509	.524	.542	.358	.576	.593	106

**MECHANICAL:** The ultimate mid range and top end competition cam for small block Chev with aftermarket alloy heads. Easy on the valve train. Excellent Holden and Chev V8 Street-strip race cam, for fully built engines. This grind sacrifices bottom end power for massive mid range and top end power. RPM range 3500 - 7000 plus. (Hot Lash: Int .022", Exh .024")