

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 148	297	.008	260	.069	.368	.380	.552	.570	.589	.608	.626	

MECHANICAL: Rough idle. 108 deg lobe centre version of CSBS 146. More successful with large engines or N2O. Great manual trans. Class drag race grind. Good baseline "Pro Series", "Ultimate" grind. Especially suited to drag, speedway or circuit engines with fuel injection or optimised induction. Produces 520+ B.H.P. in our 383 Chev and Holden V8 "Ultimate" S.S-4 engines. RPM Range 4700 - 7800. (Hot Lash: Int .026", Exh .026")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBS 155	308	.008	265	.065	.364	.363	.546	.545	.582	.581	.619	

MECHANICAL: Rough idle. Ultimate competition profile. Good valve train stability. Very successful boat race grind or competition class drag race cam. Must have 11:1 plus compression ratios and fully built engines with excellent cylinder heads. Very popular "Street Racer" grind in the lighter car. RPM Range 4000 - 7500. (Hot Lash: Int .028", Exh .028")

Designed specifically for the growing number of serious competitors in the "off-street" drag racing classes. These rough idle, "take no prisoners" grinds will still provide enough driveability in properly set up cars to get you to the track and back, as well as weekend cruising. High compression, stiff axle ratios, converter stall speeds from 3500-4500 (on engine size) are mandatory. Single plane intakes and 750 cfm plus carb size. Low restriction exhausts and hi octane fuels are a must. When you are serious about going to war, these grinds will be crucial in blasting the opposition. Many the 9, 10 and 11 second "Street" cars in the country are running our "Street Racer" grinds. (Many are N2O compatible).

Engine Requirements

- Single plane, dual 4 barrel fuel injectors. Any high cfm, non-restrictive induction system is vital to optimise these ultra-powerful solid and hydraulic profiles.
- Many are designed for N2O use in the off-street drag racing classes, or in Super Gas and Super Mod classes.
- Fully built engines with the best cylinder heads are vital. Compression ratios of 11:1 or more will optimise results. Racing fuels only for competition use. Limited street use is usually practical only for light weight, well set up pro-street cars, or one day a week "Weekend Warriors"
- The CSBS 465 and CSBH 17 are our standard solid and hydraulic lifter profiles used in our "Weekend Warrior" 350 C.I. Chev small block engine package. These combinations yield consistent 440 BHP + at under 6500 RPM coupled to a 4000 RPM converter. This is a instant 10 sec normally aspirated producer in a lightweight LC-LJ Torana or an 11 sec. Engine in a full size car. Gearing required is 3.9 – 4.1:1 depending on tire
- Exhausts required are 1 3/4" primaries, 30" long and 3.5" collectors. "Ultimate" camshafts are restricted greatly by full exhaust systems. Up to 50 BHP is sacrificed with legal exhausts. For more commonly street driven "Ultimate" style engines, the Bracketmaster solid cam range will be more successful.
- Many of the "Ultimate" solid profiles are violent performers in most forms of competitive racing. With the range of applications possible, you should call and/or fill in our cam recommendation form so we can optimise your camshaft choice.