

ULTIMATE PRO SERIES 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.	
CSBS 146	297	.308	260	.269	.368	.380	.552	.570	.589	.608	.626	.646	106

MECHANICAL: Rough idle. Very popular "Ultimate" pro series grind for non-nitrous drag racers and flat tappet restricted speedway classes; especially in the larger engines. Equally successful in methanol or petrol burning engines. Ideal drag cam for auto trans. RPM Range 4500 - 7500 plus. (Hot Lash: Int .026", Exh .026")

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 990	306	.314	269	.277	.379	.391	.569	.587	.606	.626	.644	.665	108

MECHANICAL: Excellent bracket or class racer grind. Powerful mid range and top end power. Needs 5000 RPM converter for small blocks. 12:1 compression a must. Excellent alcohol use. Needs the best cylinder heads and induction system such as injectors or dual 4 barrel. RPM Range 4800 - 8000 plus. (Hot Lash: Int .026", Exh .026")

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 720	310	.308	273	.272	.386	.384	.579	.576	.618	.614	.656	.653	108

MECHANICAL: Full race only. Drag racing or ultimate street/strip. Works best with 12:1 compression plus. The best heads and light cars. Ideal Full-on cam for big cubic inch engines with unrestricted induction and exhaust. O.K. with N2O. Excellent boat race with dual 4-barrel. RPM Range 4000 - 8000. (Hot Lash: Int .026", Exh .026")

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 339	316	.324	280	.287	.397	.410	.596	.615	.635	.656	.675	.697	108

MECHANICAL: Excellent top end power cam. Full competition only. Best cylinder heads, 12.5:1 compression plus for optimum results. Especially successful with big inch engines or small engines with dual 4 barrel intakes. Excellent super stock or economy dragster cam. RPM Range 4800 - 8500 plus. (Hot Lash: Int .026", Exh .026")

Professional Class racing profiles. These are only a sampling of our popular full competition solid lifter racing grinds. Highly successful quick action cam lobes with equal effectiveness in drag racing, boat classes, and big engine speed-way cars limited to solid lifter profiles. Custom lobe combinations are also available as well as lobe separations to suit specific applications. These grinds are very popular with many bracket racing class drag racers who can't justify roller cam setups. Performance results are usually not much different to similar roller grinds.

Engine Requirements

- Professional class racing or full-on competition engines with similar characteristics to Ultimate Street Racer cam engines.
- Requires 11.5:1+ compression and the most efficient induction system allowed.
- These profiles need lightweight race cars to use automatic transmissions. Most commonly used with 4- or 5-speeds in Super Stock classes.
- Ideal profiles for drag boats or big cubic inch speedway or drag race bracket engines.
- 1 7/8" or 2" primary exhausts with 3 1/2" - 4" collectors. Open exhausts only.
- Full selection of lobe centres and lobe styles are available for all classes of racing with racing fuels, methanol etc.
- Where classes and budgets allow, call us for the optimum roller Ultimate camshaft selection, or fill out our Cam Recommendation Form.