

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.	
	CSBR 178	290	.300	255	.263	.423	.403	.635	.605	.677	.645	.719	

ROLLER: Rough idle, exceptional mid range and top end power. Easy on the valve train, equally at home on the strip speedway track, and marine racing. Especially suited to the larger high compression engines. Great with N2O. RPM Range 3500 - 7500 plus. (Hot Lash: Int .026", Exh .026")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBR 262	300	.301	262	.268	.415	.421	.623	.631	.664	.673	.706	

ROLLER: Excellent roller grind for street/strip applications. Smooth, gentle valve train action, ideal for any endurance use. 11:1 or more compression is recommended. Especially suited to engines having high percentage of exhaust to intake air flow. Great for weekend streeter, boats, speedway sports sedan and bracket race drag racing. RPM range: 3200 – 6800 plus. (Hot Lash: Int .024", Exh .024")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	BBR 300	305	.314	264	.274	.399	.401	.599	.602	.638	.642	.678	

ROLLER: Full competition grind, requires 13:1 compression plus. Needs the best heads and induction system. An exceptional performer in bracket racing, super gas. Great for the bigger engine. Excellent N2O grind. Produces unreal torque with broad power. Ideal Big Block Chev bracket race cam. RPM Range 4000 - 7800 plus. (Hot Lash: Int .027", Exh .027")

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBR 306	305	.313	265	.274	.416	.414	.624	.621	.666	.662	.704	

ROLLER: Rough idle, very smooth valve train action. Excellent bracket race or boat race cam. Needs 12.5:1 compression and best possible cylinder heads. Will make 570 plus B.H.P. in 350 Chev or Holden strokers with the right induction system. Needs 5000 hi stall in small blocks. RPM Range 4000 - 7800 plus (Hot Lash: Int .025", Exh .025").

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBR 388	305	.315	265	.274	.416	.414	.624	.621	.666	.662	.704	

ROLLER: Rough idle, very smooth valve train action. Same as CSBR 306, but ground on 108 L.C. for stronger mid to high RPM power where increased compression and state of the art heads are used. Particularly effective in larger capacity small blocks over 350ci and bracket race big blocks. RPM Range 4000 - 7800 plus (Hot Lash: Int .025", Exh .025").

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBR 268	302	.309	268	.276	.419	.414	.629	.621	.670	.662	.712	

ROLLER: Rough idle, latest lobes produce maximum valvetrain stability. Must have 12.5:1 compression plus. This is our baseline "Ultimate" engine roller grind. Available on any lobe centres for use in any engine design. Will make 600 B.H.P. in Holden 383's on petrol, and over 700 BHP in big blocks with good heads. An excellent all rounder. RPM Range 3800 - 7600 plus (Hot Lash: Int .022", Exh .024").

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	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	INT.	EXH.	
	CSBR 267	302	.309	268	.276	.419	.414	.629	.621	.670	.662	.712	

ROLLER: 108 deg. Lobe centre version of CSBR-268. Ideal for the heavier car with Auto transmission. Latest lobe design provides excellent valve train stability without sacrificing exceptional power production with the broadest torque curve possible. RPM range 3600 – 7500 plus (Hot Lash: Int .022", Exh .024").