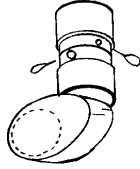


Cast Iron Billet
HYDRAULIC



1.5:1 Rocker Ratio



Part No. Cam Only		Grind No./Type	APPLICATION	RPM-Range	Valve Lift INT. EX.	Valve Lash Hot INT. EX.	ADV. Duration INT. EX.	.050 Duration INT. EX.	Lobe Center
Three Bolt	Single Bolt								
165125	160125	256-Supercam HYDRAULIC	Best torque & economy in passenger cars & trucks. Max compr., 9.5:1, smooth idle, std. axle ratio, good vacuum, computer compatible. Std. to 600 CFM Carb.	1500-4800	.425 .425	.000 .000	256° 256°	202° 202°	112°
165125/26	160125/26	256/262 HYDRAULIC	Best overall cam for towing. Trucks, Vans, R.V., etc. Broad torque band. Good vacuum. 3.55-4:10 axle ratio. 9.5:1 compr. Computer compatible. Smooth idle.	1800-5000	.425 .435	.000 .000	256° 262°	202° 208°	110°
165126	160126	262-Supercam HYDRAULIC	Low/Mid-Range performance cam. 9.5:1 compr. 3.08-3.70 axle ratio. Passenger cars & trucks. Up to 625 CFM Carb.	2000-5500	.435 .435	.000 .000	262° 262°	208° 208°	108°
165164	160164	264-MEGA HYDRAULIC	Tremendous torque & good mid-range power. 9-1.5:1 compr., good idle, stock converter. 3.23-3.70 axle ratio. Up to 625 CFM Carb.	2000-5800	.450 .450	.000 .000	264° 264°	214° 214°	108°
165127	160127	270-HL HYDRAULIC	Good all-around performance. Fair idle. Stock converter. 3.70-4.11 axle ratio. Up to 650 CFM Carb. 9.5:1 compr.	2000-6000	.445 .445	.000 .000	270° 270°	216° 216°	108°
165171	160171	270-MEGA HYDRAULIC	Excellent mid-range performance. Fair idle. Stock converter. 9-1.5:1 compr., 3.70-4.11 axle ratio. Up to 650 CFM Carb.	2000-6200	.465 .465	.000 .000	270° 270°	221° 221°	108°
165128	160128	280-HL HYDRAULIC	High perf. Use. Lopey idle. 2500 stall. 3.70-4.11 axle ratio. Up to 750 CFM Carb. 9.5:1 compr.	2500-6500	.465 .465	.000 .000	280° 280°	224° 224°	108°
165181	160181	280-MEGA HYDRAULIC	High performance use/bracket racing. Lopey idle. 2500 Stall. 9.5-1.5:1 compr. 3.90-4.11 axle ratio. Up to 780 CFM Carb.	2500-6800	.485 .485	.000 .000	280° 280°	232° 232°	108°
165130	160130	300-HL HYDRAULIC	High perf. Street/strip. Lopey idle. 2800 stall. 4.11-4.88 axle ratio. Up to 750 CFM Carb. 1.5:1 compr.	3000-6500	.485 .485	.000 .000	300° 300°	234° 234°	108°
165129	160129	292-MEGA HYDRAULIC	High performance use/bracket racing. Rough idle. 2800 Stall. 10-11:1 compr. 4.11-4.56 axle ratio. Up to 780 CFM Carb.	2800-7000	.505 .505	.000 .000	292° 292°	244° 244°	108°
165134	160134	304-MEGA HYDRAULIC	Ultimate high-performance use/bracket racing. Rough idle. 3000 Stall. 11:1 & up compr. 4.33-4.88 axle ratio. Up to 850 CFM Carb.	3200-7500	.525 .525	.000 .000	304° 304°	256° 256°	108°
1651-TA	1601-TA	Turbocycle-A HYDRAULIC	Maximum economy/torque. Turbocharged. Up to 7 PSI Boost. Smooth idle. Stock converter. Std. axle ratio. Up to 650 CFM Carb.	1000-5000	.435 .400	.000 .000	264° 252°	208° 194°	114°
1651-TB	1601-TB	Turbocycle-B HYDRAULIC	High performance turbocharged appl's. with higher boost. Good idle, stock converter, std. axle ratio. Up to 650 CFM Carb.	2000-6000	.440 .410	.000 .000	274° 260°	216° 200°	114°



Recommended Valve Train Components

Cam & Complete Kit Part No.		These items included in Cam & complete kit						Optional accessories		
		LIFTERS P. 22-27	PUSHRODS P. 28-32	VALVE SPRINGS P. 42-51	SPRING SHIMS P. 39	STEEL RETAINERS P. 33	ADJ. ROCKER ARMS P.37	TIMING SET		VALVE SEALS P. 15
								Three Bolt P. 18,40	Single Bolt P. 40	
Three Bolt	Single Bolt									
165025	160025	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165025/26	160025/26	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165026	160026	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165064	160064	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165027	160027	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165071	160071	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165028	160028	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165081	160081	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165030	160030	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165029	160029	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
165034	160034	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
1650-TKA	1600-TKA	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F
1650-TKB	1600-TKB	3912-HY	1613 ^J 1623 ^L	8005-A ^B	# 2	3607-ST	1604	1650-3BK	1600-TS	VS-3/8 ^F

B Requires cylinder heads be machined with Isky #1258 Hole Saw
 F Requires cylinder heads be machined with VST-3/8 cutter
 J 350-361-383 cu. in. Low Block
 L 413-426-440 cu. in. High Block

^H NOTE: All 1970 and later 440 Six Pack Engines use the new 3-bolt cam sprocket and roller timing chain which is far superior to the single bolt cam sprocket. We highly recommend the 3-bolt conversion for any "B" engine, using the following:
1650-3BK — 3-Bolt Conversion Kit (Cam & Crank Sprockets, Roller Chain, & Bolts) All Engines