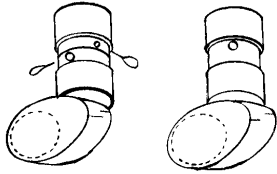


FORD • V-8 1968 and up 370-429-460 cu. in. (WEDGE ENGINES ONLY)

Cast Iron Billet
HYDRAULIC
SOLID



1.75:1 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
311256	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	.492 .492	.000 .000	256° 256°	202° 202°	112°
311256/262	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	.492 .488	.000 .000	256° 262°	202° 208°	110°
311262	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	.488 .488	.000 .000	262° 262°	208° 208°	108°
311264	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	.525 .525	.000 .000	264° 264°	214° 214°	108°
311270	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	.510 .510	.000 .000	270° 270°	216° 216°	108°
311271	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.	2000-6000	.542 .542	.000 .000	270° 270°	221° 221°	108°
311281	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	.565 .565	.000 .000	280° 280°	232° 232°	108°
311-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	.485 .455	.000 .000	264° 252°	208° 194°	114°
311-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	.515 .475	.000 .000	274° 260°	216° 200°	114°
311360	EE-360 SOLID	Strong mid-range perf. Lopey idle. 2500 RPM stall. 3.70-4.11 axle ratio. 650-750 CFM Carb. 1.5:1 compr.	2500-6200	.530 .530	.018 .018	278° 278°	240° 240°	108°
311391	EE-391 SOLID	High perf. Use/bracket racing. Lopey idle. 3000 stall. 1.5:1 compr. 3.90-4.11 axle ratio. Up to 800 CFM Carb.	3000-7000	.560 .560	.030 .030	290° 290°	250° 250°	108°
311392	EE-392 SOLID	Bracket Racing. Rough idle. 3000 stall. 4.11-4.56 axle ratio. Up to 850 CFM Carb. 1.5:1 compr.	3500-7500	.590 .590	.028 .028	300° 300°	254° 254°	108°
311289	Z-89 SOLID	Good pulling power for drags in heavy car. Rough idle. 3500 stall. 4.33-4.56 axle ratio. 11:1 compr. Up to 850 CFM Carb.	3500-7500	.630 .630	.028 .028	304° 304°	264° 264°	108°
311295	Z-95 SOLID	All out drags. 5000 stall. 4.88-5.13 axle ratio. 850+CFM Carb. 12:1 compr.	4500-7500	.665 .665	.030 .030	320° 320°	274° 274°	108°

FORD • V-8 1968 and up 370-429-460 cu. in. (WEDGE ENGINES ONLY)



Recommended Valve Train Components

CAM & COMPLETE KIT P/N	CAM & ^A LIFTER KIT P/N	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	POLY LOCKS P. 38	TIMING SET P. 18,40	VALVE LOCKS P. 41	VALVE SEALS P. 15
310256	CL-311256	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310256/262	CL-311256/262	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310262	CL-311262	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310264	CL-311264	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310270	CL-311270	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310271	CL-311271	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310281	CL-311281	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310-TKA	—	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310-TKB	—	432-HY	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310360	—	382-H	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310391	—	382-H	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	PL-7/16	310-TS	VL-32	VS-11/32 ^F
310392	—	382-H	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	—	—	VL-32	VS-11/32 ^F
310289	—	382-H	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	—	—	VL-32	VS-11/32 ^F
310295	—	382-H	383-C-HG ^G	8005-A ^B	# 2	507-STA 507-ST ^D	—	—	VL-32	VS-11/32 ^F

- A Cam & Lifter kits are supplied with 432-HY Lifters
- B Requires cylinder heads be machined with Isky #1258 Hole Saw
- D For use on cobra-jet cylinder heads to prevent interference with rail guide rocker arms
- F Requires cylinder heads be machined with VST-11/32 Cutter
- G Compatible with guide plate cylinder heads