

# FORD 6 CYLINDER

Application	RPM Range	Part No.	Adv. Duration		.050" Duration		Valve Lift		LSA	Lash	Oil Additive	Lifters	Valve Spring	Installed Height	Retainer	Locks	Stem Seal	Timing Kit	Pushrods	Rockers
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust												
<b>PRE-CROSS FLOW HYDRAULIC</b> ROCKER RATIO 1.5 THESE GRINDS TO SUIT 250 ENGINE. SPECIAL GRINDS AVAILABLE FOR 220 & 200 ENGINES. 170 & 144 REGRIND ONLY.																				
Standard replacement cam	900 - 3600	63000	255	255	194	194	.355"	.355"	112		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
Hi torque cam, improved performance, suit stock engine	1000 - 3800	63613	260	267	194	202	.390"	.408"	112		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
Highway cam, stock to mild engine improves throttle response (See Fitting notes 1)	1400 - 4200	63602	270	270	208	208	.420"	.420"	110		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
Great mid range, STD idle, good fuel economy suits LPG (See Fitting notes 1)	1500 - 4500	63666	268	288	204	214	.417"	.444"	112		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
Good performance & driveability suits modified engine (See Fitting notes 1)	1800 - 4800	63603	280	280	214	214	.442"	.442"	110		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
Moderate cam, suit modified engines needs headers & carbie (See Fitting notes 1)	2100 - 5500	63651	282	282	222	222	.448"	.448"	114		ZDDP-100	HT950-12	1025-12	1.550"	11700-12	11703-12	KG317-12	CS6250		
<b>CROSS FLOW HYDRAULIC</b> ROCKER RATIO 1.73 <b>DG2 OR DG2A DISTRIBUTOR GEAR MUST BE USED.</b> GRINDS TO SUIT 250 & 200 ENGINES.																				
<b>Note:</b> Single Groove Valve use 11700-12 Retainers and 4133-12 Collets																				
Standard replacement suit carbie	850 - 3200	14002	256	256	188	188	.405"	.405"	107		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Standard replacement suit EFI	900 - 3400	14678	260	260	197	197	.439"	.439"	109		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Hi torque cam, improved performance excellent for towing, suit petrol / LGP (See Fitting notes 1 & 2)	1000 - 3800	14613	260	267	194	202	.450"	.472"	112		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Good power & economy, split duration suit LPG & std unleaded (See Fitting notes 1 & 2)	1200 - 4000	14771	258	266	201	205	.457"	.471"	111		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Highway cam, stock to mild engine improves throttle response (See Fitting notes 1 & 2)	1400 - 4200	14221	265	271	205	209	.473"	.487"	109		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Great mid range performance, good idle quality and fuel economy (See Fitting notes 1 & 2)	1500 - 4500	14776	266	279	204	215	.469"	.481"	112		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Mild hyd cam, improved performance suit mild street engine (See Fitting notes 1 & 2)	1800 - 4500	14892	275	275	215	215	.510"	.510"	112		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Designed for maximum mid range suit good street engine (See Fitting notes 1 & 2)	2000 - 5000	14770	280	290	214	224	.510"	.514"	111		ZDDP-100	HT900-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Performance cam heaps of bottom end & mid range, Street /Stock speedway (See Fitting notes 1 & 2)	2200 - 5200	141550S	290	295	219	224	.510"	.510"	106		ZDDP-100	HT900R-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Street/race cam, needs good head & compression, choppy idle (See Fitting notes 1 & 2)	2400 - 5400	14686	292	292	224	224	.507"	.507"	108		ZDDP-100	HT900R-12	7738-12	1.820"	12700-12	11704-12	KG317-12	CS6250	PR-917-12	CRFX177
Rough idle for street/race engine needs diff gears, rockers & hi -stall (See Fitting notes 1, 2 & 3)	2600 - 5500	14619	286	290	226	232	.529"	.548"	110		ZDDP-100	HT900R-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR-917-12	CRFX177
Mild idle good mid to upper RPM range, need to improve breathing (See Fitting notes 1, 2 & 3)	2800 - 6000	14650	292	292	230	230	.519"	.519"	113		ZDDP-100	HT900R-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR-917-12	CRFX177
Speedway cam works well in the higher RPM range, needs good valve train (See Fitting notes 1, 2 & 3)	3000 - 6200	14672	280	280	231	231	.550"	.550"	108		ZDDP-100	HT900R-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR-917-12	CRFX177

**FITTING NOTES:** 1. Must use performance springs. 2. Must use performance retainers. 3. Machining required to fit these components. 4. Must use performance seal. 5. Notes 1 to 4 all apply to this part number. 6. Check valve train geometry before ordering pushrod. 7. Pushrod length varied in this model. Check length before ordering. 8. Spring height varies in models, check spring pressure before installation.

**FITTING NOTES:**

- Converter stall speed should be equal to or greater than the minimum rpm of the cam power range.
- All lash settings quoted are measured hot. • The use of high volume oil pumps may cause premature wear of the distributor gear.

**Note:** Springs marked with xxxx-xx<sup>D</sup> denotes that it is a double spring.

# FORD 6 CYLINDER ROCKER RATIO 1.73

Application	RPM Range	Part No.	Adv. Duration		.050" Duration		Valve Lift		LSA	Lash	Oil Additive	Lifters	Valve Spring	Installed Height	Retainer	Locks	Stem Seal	Timing Kit	Pushrods	Rockers	
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust													
<b>CROSS FLOW SOLID DG2 OR DG2A DISTRIBUTOR GEAR MUST BE USED. GRINDS TO SUIT 250 &amp; 200 ENGINES.</b>																					
Mechanical cam good mid range & high RPM power needs headers, rollers (See Fitting notes 5)	2800 - 6000	14872	262	262	231	231	.554"	.554"	108		IN .012" EX .014"	ZDDP-100	AT2000-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR5980	CRFX177
Performance street/race application needs head work, headers, rollers (See Fitting notes 5)	3000 - 6200	14626	278	288	238	244	.560"	.570"	109		IN .024" EX .026"	ZDDP-100	AT2000-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR5980	CRFX177
High performance race application (See Fitting notes 5)	3500 - 6500	14806	281	294	245	255	.564"	.585"	108		IN .018" EX .022"	ZDDP-100	AT2000-12	7333-12 <sup>D</sup>	1.820"	12700-12	11704-12	VSV530-12	CS6250	PR5980	CRFX177

# FORD CLEVELAND V8 302c - 351c ROCKER RATIO 1.73

RPM RANGE TO SUIT 351, FOR 302 RPM RANGE ADD +500 RPM.

HYDRAULIC																					
Standard replacement	900 - 3500	21000	285	272	191	191	.405"	.400"	112			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Hi torque, fuel efficient, dual pattern stock idle	1000 - 3800	21613	260	267	194	202	.450"	.470"	112			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Torque & economy cam for towing dual patten, suits LPG needs valve springs (See Fitting notes 1 & 2)	1200 - 4200	21771	258	262	200	205	.457"	.471"	111			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Mild street application, good low down torque, stock idle needs valve springs (See Fitting notes 1 & 2)	1500 - 4200	21602	270	270	208	208	.484"	.484"	110			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Maximum low end torque, dual pattern suit LPG needs valve springs & exhaust (See Fitting notes 1 & 2)	1600 - 4600	21666	268	288	204	214	.481"	.512"	112			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Medium idle, must use improved carbie & headers (See Fitting notes 1 & 2)	2000 - 5500	21890	272	283	212	217	.498"	.507"	110			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Mild street applicaton, medium idle good mid range, needs valve springs etc (See Fitting notes 1 & 2)	2200 - 5600	21665	280	290	214	224	.512"	.539"	112			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Choppy idle, good low to mid range power, need valve springs & headers (See Fitting notes 1 & 2)	2500 - 5700	21686	292	292	224	224	.507"	.507"	108			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Choppy idle, hot street cam, max power needs carbie, heads, headers & hi stall (See Fitting notes 1 & 2)	2600 - 5700	21689	282	289	222	230	.512"	.519"	109			ZDDP-100	HT900-16	7738-16	1.820"	12700-16	11702-16	KG317-16	CS8351C	PR-414-16	CRFCL177
Hot street cam, strong mid range needs headers, carbie, hi- stall & roller rockers suit NOs S/C (See Fitting notes 5)	2700 - 5900	211367	293	299	226	236	.535"	.560"	112			ZDDP-100	HT900R-16	7333-16 <sup>D</sup>	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177
Choppy idle, excellent mid range power needs headers, carbie & hi stall etc (See Fitting notes 5)	2800 - 6000	21649	282	295	234	244	.525"	.525"	108			ZDDP-100	HT900R-16	7333-16 <sup>D</sup>	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177
Street /strip cam, aggressive idle needs heads, carbie headers, hi stall & roller rockers (See Fitting notes 5)	2800 - 6500	21787	284	295	238	246	.561"	.566"	109			ZDDP-100	HT900R-16	7333-16 <sup>D</sup>	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177
Street/strip application rough idle needs heads, carbie headers, hi stall & roller rockers (See Fitting notes 5)	3500 - 6500	21700	307	313	241	248	.570"	.570"	108			ZDDP-100	HT900R-16	7333-16 <sup>D</sup>	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177
Max performance street/strip hyd cam need serious engine mods 4000 stall & roller rockers (See Fitting notes 5)	3800 - 6800	21648	320	322	248	252	.567"	.585"	108			ZDDP-100	HT900R-16	7333-16 <sup>D</sup>	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177

**Note:** Springs marked with xxxx-xx<sup>D</sup> denotes that it is a double spring.

**FITTING NOTES:** 1. Must use performance springs. 2. Must use performance retainers. 3. Machining required to fit these components. 4. Must use performance seal. 5. Notes 1 to 4 all apply to this part number. 6. Check valve train geometry before ordering pushrod. 7. Pushrod length varied in this model. Check length before ordering. 8. Spring height varies in models, check spring pressure before installation.

**FITTING NOTES:**

- Converter stall speed should be equal to or greater than the minimum rpm of the cam power range.
- All lash settings quoted are measured hot. • The use of high volume oil pumps may cause premature wear of the distributor gear.