

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													
CROSS FLOW SOLID DG2 OR DG2A DISTRIBUTOR GEAR MUST BE USED. GRINDS TO SUIT 250 & 200 ENGINES.																					
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 ^D	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 ^D	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 ^D	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 ^D	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 ^D	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 ^D	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 ^D	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 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-950-16	CRFCL177

Note: Springs marked with xxxx-xx^D 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.

FORD CLEVELAND V8 302c - 351c ROCKER RATIO 1.73
RPM RANGE TO SUIT 351, FOR 302 RPM RANGE ADD +500 RPM.

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													
SOLID																					
GT HO solid (See Fitting notes 1, 2, 3 & 4)	2800 - 5800	21726	295	295	242	242	.510"	.510"	111		IN .024" EX .024"	ZDDP-100	AT2000-16	7333-16 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-978-16	CRFCL177
Choppy idle, great mid range power needs serious engine mods & hi stall (See Fitting notes 1, 2, 3 & 4)	3000 - 6000	21626	278	288	238	244	.560"	.570"	109		IN .024" EX .026"	ZDDP-100	AT2000-16	7333-16 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-978-16	CRFCL177
Street/strip application, very strong mid range serious engine mods needed (See Fitting notes 1, 2, 3 & 4)	3500 - 6500	21806	281	294	245	255	.564"	.585"	108		IN .018" EX .022"	ZDDP-100	AT2000-16	7333-16 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-978-16	CRFCL177
Race application, needs good breathing comp, diff gears & hi stall (See Fitting notes 1, 2, 3 & 4)	3800 - 6800	21746	292	295	252	258	.586"	.614"	109		IN .018" EX .018"	ZDDP-100	AT2000L-16	7437-16 ^D	1.800"	11700-16	4133-16	VSV530-16	CS8351C	PR5850	CRFCL177
Performance solid cam, need premium valve train parts (See Fitting notes 1, 2, 3 & 4)	3800 - 7200	21731	292	297	253	260	.612"	.625"	108		IN .026" EX .026"	ZDDP-100	AT2000L-16	7437-16 ^D	1.800"	11700-16	4133-16	VSV530-16	CS8351C	PR5850	CRFCL177
HYDRAULIC ROLLER																					
NOTE: MUST USE CROW CAMS MELONISED DISTRIBUTOR GEAR. SEE PG 85 FOR DISTRIBUTOR GEARS																					
Mild performance cam great bottom end & mid range, needs manifold & headers (See Fitting notes 5)	1700 - 5500	211414	277	287	213	223	.530"	.550"	108				5351H	7333-16 ^D	1.820"	11710-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
Mild performance cam great bottom end & mid range, choppy idle need manifold & headers (See Fitting notes 5)	1800 - 5800	21757	280	280	214	218	.540"	.540"	111				5351H	7333-16 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
Mild Performance cam great mid range, choppy idle need manifold & headers (See Fitting notes 5)	2200 - 6000	211330	276	283	220	227	.568"	.578"	110				5351H	7333-16 ^D	1.820"	11700-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
Performance cam mid range, choppy idle need manifold & headers (See Fitting notes 5)	2500 - 6200	211515	294	298	228	234	.621"	.618"	107				5351H	7342-16 ^D	1.800"	11710-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
Hi performance cam mid range & top end power, choppy idle need manifold & headers (See Fitting notes 5)	3000 - 6000	21669	304	314	234	240	.573"	.573"	108				5351H	7333-16 ^D	1.820"	11710-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
Hi performance cam mid range & top end power, choppy idle need manifold & headers (See Fitting notes 5)	3200 - 6400	211315	303	307	238	244	.596"	.596"	108				5351H	7342-16 ^D	1.800"	11710-16	4133-16	VSV530-16	CS8351C	PR-988-16 See Notes	CRFCL177
SOLID ROLLERS																					
NOTE: MUST USE CROW CAMS MELONISED DISTRIBUTOR GEAR. SEE PG 85 FOR DISTRIBUTOR GEARS																					
Street/ strip roller, med lift, heap of bottom end torque, soft on valve springs (See Fitting notes 1- 7)	3800 - 6800	211301	286	295	252	260	.625"	.625"	107		IN .016" EX .016"		5351PF	4910-16 ^D	2.000"	13101-16	11101-16	VSV530-16	CS8351C	See Notes	
Street/strip application, bracket engine needs comp, good heads etc (See Fitting notes 1- 7)	4000 - 7000	211387	298	303	259	265	.678"	.676"	108		IN .016" EX .016"		5351PF	4920-16 ^D	2.000"	13101-16	11101-16	VSV530-16	CS8351C	See Notes	
Race roller, for max mid & upper RPM needs, comp and after market heads etc (See Fitting notes 1- 7)	4200 - 7200	21819	291	298	259	266	.623"	.623"	108		IN .016" EX .016"		5351PF	4910-16 ^D	2.000"	13101-16	11101-16	VSV530-16	CS8351C	See Notes	
Race Roller/strip roller, suit stroker engines, soft on valve springs (See Fitting notes 1- 7)	4200 - 7500	211576	307	310	276	278	.649"	.649"	108		IN .016" EX .016"		5351PF	4920-16 ^D	2.000"	13101-16	11101-16	VSV530-16	CS8351C	See Notes	

Note: Springs marked with xxxx-xx^D 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: Push Rods sold separately. Check length before ordering from page 78.
• 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.