

CAR CRAFT

M A G A Z I N E

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STREET/FX!

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ON THE COVER: With a major emphasis on practical high performance, STREET/FX offers a new direction in street machining for the 90s combining two main forces, Pro Street and nostalgia drag racing. This month's cover comprises illustrations from Steve Stanford and Darrell Mayabb, who offer artistic renderings of what street performance will look like in the next decade.

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THE HIGH ENERGY



IT WILL CHANGE THE PERFORMANCE CHARACTERISTICS OF YOUR ENGINE

The camshaft is by far the most CRITICAL component in your engine! No other part has as great an effect on your torque, mileage and power! That's why selecting the right cam is the single most important choice you will make when trying to improve the performance of your car or truck.

How do you decide which High Energy Cam you need? Consider your application. Is it your daily driven family sedan, 4x4 or a Street Machine you're looking to improve?

Auto manufacturers cannot realistically build cars to fit every buyer's driving style or expected use for a vehicle. Their solution, COMPROMISE EVERYWHERE!

There is no compromise with Competition Cams' High Energy series of camshafts! Each High Energy Cam is designed with a distinct set of performance characteristics in mind. The following cam descriptions should help you narrow down your High Energy choices.

252H HIGH ENERGY CAM

The 252H is an ideal cam for medium size motors (300-350 cu. in.) requiring *good low speed torque and fuel economy*. It's the ideal replacement cam for stock engines and produces excellent power and torque in the 1,000 to 4,800 rpm range! *You can expect horsepower increases of 25-30 over a stock cam.*

Family sedans, light duty pickups or vans and smaller V-6 motors are excellent applications for the 252. It also works well with computer controlled ignitions, over drive transmissions and higher gear ratios. *The 252 will have a very smooth and quiet idle.*

The 252 will allow the engine to produce *outstanding torque* between 1,600 and 2,500 rpm. This is ideal for low rpm cruising, off idle power and towing with higher

gear ratios.

The 252 works well with after-market dual plane intake manifolds and 600-650 cfm carburetors. Headers or dual exhaust are also recommended but not necessary.

The 252 is designed to work with 8.0 to 9.0 compression ratios and today's unleaded fuels. Initial timing will vary from 8° to 12° initial with a total timing figure of 34° to 36° set to full advance by 2,200 to 2,400 rpm. *The 252 is the cam to use for most normal driving applications.*

260H HIGH ENERGY CAM

The 260 is the perfect cam for vans, pickups, street rods and tow vehicles. It works great in all 350-400 cu. in. motors and is considered *THE replacement CAM for big blocks (400 cu. in. +)*

The 260 is a versatile cam that has exceptionally good power and torque. *Power increases of 35-45 HP* can be expected in the 1,800 to 5,200 rpm range with maximum torque made between 2,200 and 3,000 rpm. The 260 is ideal for gear ratios of 3.0 to 3.50, and works great with compression ratios of 8.0 - 9.5.

For a good power/mileage balance you can install a dual plane intake with a 600-650 cfm carburetor and headers or dual exhaust. Initial timing can vary from 10°-14° with total timing of 34°-36° in full advance by 2,200-2,400 rpm.

The 260 idles smoothly in larger engines with stock exhaust, but will have a faint exhaust sound with headers. Vacuum is good and power accessories are not affected. *The 260 produces the best combination of power and driveability.*

268H HIGH ENERGY CAM

With a broad torque curve and *up to 50-60 horsepower over a stock cam*, Competition Cams' 268H is the

BIG HP

406 Chevy for the Street

\$2.25 FEBRUARY 1989 In U.K. £1.90

CAR CRAFT

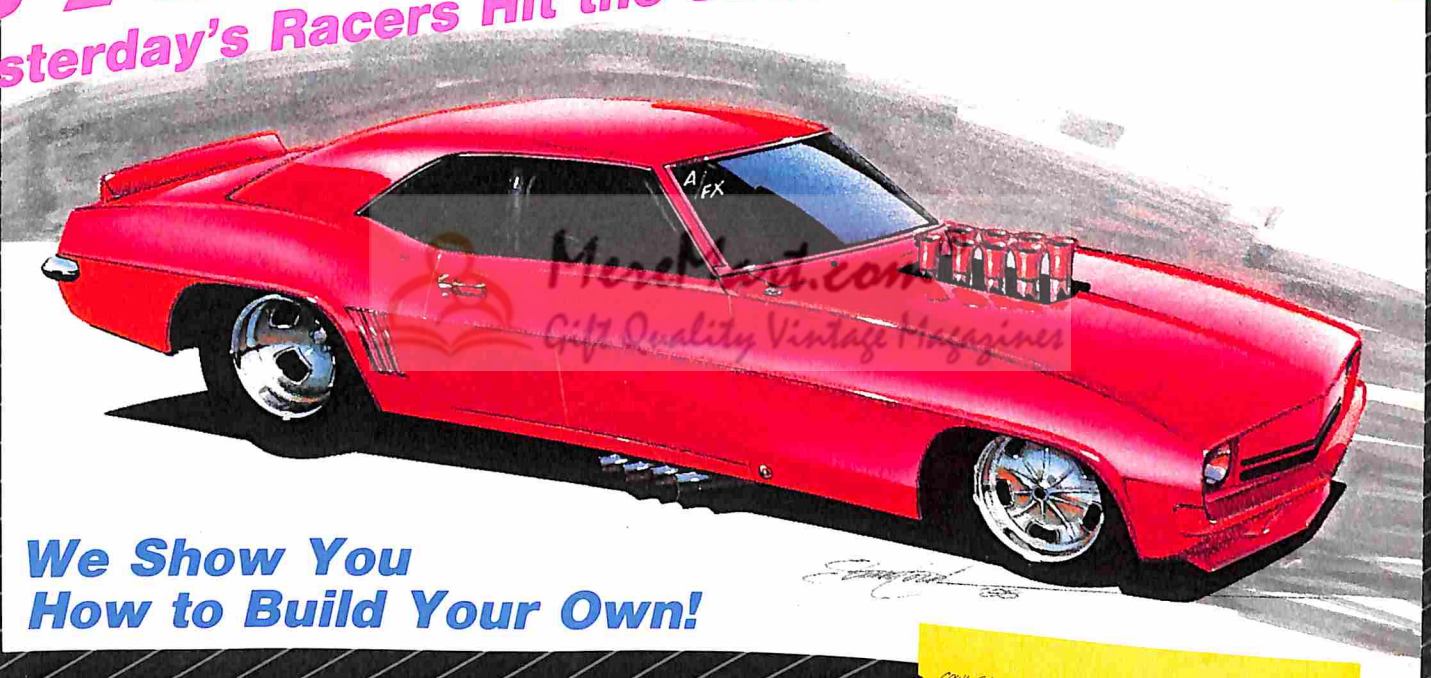
- 177-mph MUSTANG GT
- BUDGET BRACKET BUILD-UP
- FORD ENGINE TECH GUIDE

SPECIAL SECTION

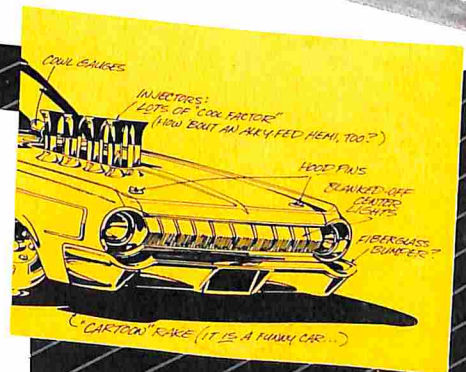
HOTTEST NEW CRAZE

STREET/IX

Yesterday's Racers Hit the Streets



We Show You How to Build Your Own!



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