

Wade Camshafts – Cam Catalogue

Alfa 33

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1:1
205	Ex .375	71-30	234	.007	.368	110	Smooth idle, good torque
	In .375	31-70	234	.007	.368		
802a	Ex .373	75-50	242	.011	.362	105	good mid range needs comp lopy idle
	In .373	45-80	242	.011	.362		
804a	Ex .381	74-37	244	.010	.371	105	mild competition, needs exhaust midrange to top end
	In .381	44-67	244	.010	.371		
598a	Ex .427	79-42	253	.017	.410	105	Needs springs, rally hill climb good carburetion
	In .427	49-72	253	.017	.410		

Alfa Romeo 1300 - 2000

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1:1
142	Ex .382	72-32	234	.006	.376	110	Good idle, increased midrange
	In .382	32-72	234	.006	.376		
751a	Ex .456	77-43	236	.017	.439	105	good midrange needs springs
	In .456	47-73	236	.017	.439		
742a	Ex .430	72-44	238	.006	.424	105	Good midrange hot street 2800-6500
	In .430	42-74	238	.006	.424		
934a	Ex .410	74-57	254	.008	.402	105	Midrange to top end 3500-7500
	In .410	44-87	254	.008	.402		
878a	Ex .409	78-45	262	.008	.401	104	hot street or competition needs full mods
	In .409	48-75	262	.008	.401		
1063c	Ex .461	85-50	270	.011	.450	106	Competition only, top end full mods
	In .461	53-82	270	.011	.450		

Wade Camshafts – Cam Catalogue
BMC A Series 848 - 1275

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.2
112	Ex .285 In .285	63-24 22-64	208 208	.012 .012	.329 .329	110	Good idle, increased midrange
104	Ex .281 In .282	66-24 28-66	212 212	.011 .011	.326 .327	110	good midrange needs springs
113	Ex .262 In .262	66-30 30-65	212 212	.010 .010	.303 .303	107.5	Good midrange Cooper S
240	Ex .283 In .283	71-29 32-70	220 220	.013 .013	.326 .326	109.5	Midrange to top end 3000-6500
446b	Ex .295 In .295	72-38 34-76	228 228	.014 .014	.340 .340	109	good street or competition needs twin carbs, springs
1009a	Ex .320 In .320	70-38 39-69	230 230	.012 .012	.371 .371	105.5	Good mid to top end power need springs, head mods
140	Ex .297 In .296	74-41 40-70	238 238	.010 .010	.346 .344	106	Midrange to top end 3500-7000
176	Ex .326 In .328	75-45 46-75	244 244	.015 .015	.376 .378	102.5	competition, needs comp twin carbs, springs
320	Ex .328 In .327	84-60 63-88	260 260	.015 .012	.379 .379	102.5	Good top end power need springs, head mods

www.wadecams.com

Wade Camshafts - Cam Catalogue
BMC B Series 1500 - 1800

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.4
112	Ex .285 In .285	63-24 22-64	208 208	.015 .015	.384 .384	110	Good idle, increased midrange
104	Ex .281 In .282	66-24 28-66	212 212	.012 .012	.381 .382	110	good midrange needs smooth idle
240	Ex .283 In .283	71-29 32-70	220 220	.016 .016	.380 .380	109.5	Good midrange
446b	Ex .295 In .295	72-38 34-76	228 228	.016 .016	.396 .396	109.5	good midrange to top end 3000-6500
1009a	Ex .320 In .320	70-38 39-69	230 230	.015 .015	.433 .433	105.5	good street or competition needs twin carbs, springs
140	Ex .297 In .296	74-41 40-70	238 238	.012 .012	.403 .402	106	Midrange to top end 3500-7000
176	Ex .326 In .328	75-45 46-75	244 244	.018 .018	.438 .441	102.5	competition, needs comp twin carbs, springs
320	Ex .328 In .327	84-60 63-88	260 260	.017 .015	.442 .443	102.5	Good top end power need springs, head mods

www.wadecams.com

Wade Cams in 2005 - celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue

Chevrolet Small Block 283-400

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
961a	Ex .285 In .285	61-19 21-59	204 204	Hyd Hyd	.428 .428	110	Smooth idle, good torque 1500-4500
963a961a	Ex .294 In .285	68-24 18-62	213 204	Hyd Hyd	.441 .428	110	Smooth idle, good torque suit auto trans
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.426 .421	110	Good idle, needs exhaust low to midrange
818	Ex .298 In .297	67-27 27-66	212 211	Hyd Hyd	.447 .446	110	Needs springs, good idle std converter in 350
325c477a	Ex .299 In .295	76-28 24-76	222 214	Hyd Hyd	.449 .443	114	Good idle, increased midrange Needs springs
104	Ex .281 In .282	66-24 28-66	212 212	.013 .013	.408 .408	110	Mild solid cam, good midrange increase
1069	Ex .297 In .298	81-29 38-73	222 222	Hyd Hyd	.446 .444	112	Good idle, suit auto 2000-5500
1147b	Ex .304 In .304	74-32 34-72	226 226	Hyd Hyd	.455 .455	110	Midrange to top end 3000-6500
1147	Ex .316 In .304	75-41 36-68	232 225	Hyd Hyd	.474 .455	108	Lopy idle, needs mod converter needs anti-pump lifters
1173	Ex .306 In .306	74-30 34-70	228 228	Hyd Hyd	.459 .459	110	Midrange to top end power Exhaust, mod head
446	Ex .295 In .295	71-40 33-78	228 228	.018 .018	.425 .425	109	Solid lifter cam good mid to top end power
825c	Ex .309 In .309	83-37 43-77	228 228	Hyd Hyd	.464 .464	110	Needs carbs, exhaust, manual trans or high-stall
1470	Ex .353 In .340	78-40 34-75	242 251	.021 .021	.508 .489	108	Needs comp, exhaust, heads 3500-6800
1060	Ex .369 In .357	79-48 41-76	252 260	.022 .022	.531 .513	106	As above, approx 4000-7000

Wade Camshafts - Cam Catalog

Chevrolet LS1 Gen III Roller

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.7
1443-15	Ex .329 In .330	73-29 17-77	220 212	.Hyd .Hyd	.559 .561	115	smooth idle, std springs low to midrange
1443G3	Ex .329 In .330	77-25 17-77	220 212	.Hyd .Hyd	.559 .561	117	Mid-range, to top end 300Kw Profile
1493G3	Ex .351 In .351	80-30 30-80	234 234	.Hyd .Hyd	.597 .597	115	Good top end power, needs springs

Wade Cams in 2005 - celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue

Chrysler – Valiant 6cyl Hemi - 245 - 265

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.7
328b	Ex .273 In .273	59-27 22-63	200 200	Hyd Hyd	.464 .464	109	Great torque, good economy suit auto, LPG,
435	Ex .244 In .244	68-23 24-67	205 205	Hyd Hyd	.415 .415	112	Good idle, suit auto, E38
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.483 .478	110	Needs comp, good midrange 1800-5500
750	Ex .307 In .306	70-24 20-60.	224 214	Hyd Hyd	.522 .520	112	Great torque, suit auto 2000 - 5500
169	Ex .268 In .269	75-36 41-70	218 218	Hyd Hyd	.456 .457	109	Lopy idle, need high stall 2200 - 5800
441	Ex .279 In .279	80-48 40-88	230 230	Hyd Hyd	.474 .474	110	E49 needs carbs, compression 2800 - 6000
1147	Ex .316 In .304	77-39 34-70.	232 226	Hyd Hyd	.537 .517	110	Midrange to top end power triple carbs, high stall
1147c	Ex .316 In .316	76-49 36-80	232 232	Hyd Hyd	.537 .537	110	Midrange to top end needs springs 3200 - 6500
140	Ex .297 In .296	74-41 40-70	238 238	.015 .015	.490 .488	106	Solid lifter cam, street and strip
1366	Ex .341 In .330	83-39 42-70	256 246	.025 .025	.564 .545	108	Competition, street and strip 4000 - 7000
949a	Ex .341 In .341	78-57 48-87	262 262	.025 .025	.554 .554	105	Competition only full mods

Important Notice

**When using one of our Hemi billets you must also
fit the correct oil pump gear!**

Please inquire when ordering your camshaft

Wade Camshafts – Cam Catalogue
Chrysler – V8 273 - 360

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
328b	Ex .273 In .273	59-27 22-63	200 200	Hyd Hyd	.410 .410	109	Great torque, good economy suit auto, LPG
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.426 .422	110	Smooth idle, good midrange 1800-5000
818	Ex .298 In .297	67-27 27-67.	212 212	Hyd Hyd	.447 .446	110	Great torque, suit auto 2000 - 5500
1069	Ex .297 In .298	81-29 38-73	222 222	Hyd Hyd	.446 .444	112	Good idle, suit auto 2500-5500
1147b	Ex .304 In .304	74-32 34-72	226 226	Hyd Hyd	.455 .455	110	Midrange to top end 2800-6000
1147	Ex .316 In .304	77-39 34-70.	232 226	Hyd Hyd	.474 .456	110	Midrange to top end power high stall
1474	Ex .314 In .313	86-36 46-68	240 232	Hyd Hyd	.471 .470	108	Needs high stall, good top end similar to Hi flow 2H
1366	Ex .341 In .330	83-39 42-70	256 246	.025 .025	.564 .545	108	Competition, street and strip 4000 - 7000
949a	Ex .341 In .341	78-57 48-87	262 262	.022 .022	.489 .489	105	Competition only full mods

www.wadecams.com

Ph: (03) 9568 0333

Wade Cams in 2005 – celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue

Datsun 4cyl A series 1200 - 1400

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
112	Ex .285 In .285	63-23 23-63	208 208	.016 .016	.411 .411	110	Smooth idle, good torque 2000-5000
104	Ex .281 In .282	66-24 28-66	212 212	.013 .013	.408 .409	110	Smooth idle, good torque mild porting, extractors
113	Ex .262 In .262	66-30 30-65	212 212	.013 .013	.379 .379	107.5	Good idle, needs exhaust low to midrange
240	Ex .283 In .283	71-29 32-70	220 220	.017 .017	.407 .407	110	Needs springs, twin carbs good midrange
446	Ex .295 In .295	71-40 33-78	228 228	.018 .018	.425 .425	109	Increased midrange Needs springs, 3000-6500
1009a	Ex .320 In .320	70-38 39-70	230 230	.016 .016	.464 .464	106	Needs springs, carbs - suit speedway
140	Ex .297 In .296	75-41 41-71	238 238	.013 .013	.432 .431	106	Twin Weber carbs, springs 4000-7000
176c	Ex .326 In .326	79-41 49-71	243 243	.019 .019	.470 .470	105	Top end power, full mods 4000-7500

www.wadecams.com

Ph: (03) 9568 0333

Wade Camshafts – Cam Catalogue
Datsun 4cyl L series 1600 - 2000

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
1489a	Ex .290 In .290	67-23 27-63	225 225	.010 .008	.425 .427	110	Smooth idle, good torque 2000-5000
733a	Ex .320 In .320	65-25 25-65	235 235	.012 .012	.484 .484	110	Smooth idle, good torque mild porting, extractors
487	Ex .334 In .333	81-41 45-77	252 246	.012 .010	.505 .505	108	Works 72 Rally cam midrange to top end power
568a	Ex .335 In .335	82-36 44-74	252 252	.012 .010	.507 .509	107.5	Works 74 Rally cam
479c	Ex .344 In .344	70-30 40-75	260 260	.011 .009	.521 .523	106	Works 76 Rally cam

*Since 1962 setting the standard
 others aim to follow*

Ph: (03) 9568 0333

www.wadecams.com

Wade Cams in 2005 – celebrating 43 years of engineering

Wade Camshafts – Cam Catalogue

Ford 6cyl - 250 (Cross flow)

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.73
152	Ex .224 In .224	54-14 19-49	178 178	Hyd Hyd	.388 .388	110	Hi torque, suit auto
933	Ex .267 In .269	66-19 28-58	204 204	Hyd Hyd	.462 .465	109	Smooth idle, good torque suit auto
1491	Ex .282 In .272	70-26 20-64	210 202	Hyd Hyd	.488 .470	110	Good idle, suit gas
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.491 .486	110	Good idle, low to mid range increase
877	Ex .293 In .293	70-32 31-72	212 212	Hyd Hyd	.507 .507	110	Needs springs, good mid - range, 2000-5500
1069	Ex .297 In .296	79-32 38-72	222 222	.Hyd .Hyd	.514 .512	110	Reasonable idle, good mid- range, 2500 stall
1147b	Ex .304 In .304	71-35 37-69	226 226	.Hyd .Hyd	.524 .524	107	Midrange to top end suit speedway
1147	Ex .316 In .304	77-39 34-70	232 226	.Hyd .Hyd	.547 .526	110	Need springs, anti pump up lifters, 3000-6500
373	Ex .286 In .286	84-40 44-80	227 227	.Hyd .Hyd	.495 .495	110	Rough idle, needs carbs mid to top end power
446	Ex .295 In .295	71-40 33-78	227 227	.020 .020	.490 .490	109	Solid lifter, good midrange 2500-6500
140	Ex .297 In .296	74-41 40-70	238 238	.015 .015	.498 .497	106	Solid lifter, good top end needs comp
1366	Ex .341 In .330	83-39 42-70	256 246	.025 .025	.564 .545	108	Competition, needs springs comp, carbs etc

REFERENCE: FALCON DISTRIBUTOR GEAR WEAR

It is most important to check the mesh between the Distributor and Camshaft gear when installing a new Billet Camshaft in the Ford cross-flow six cylinder engine.

The distributor drive misalignment problems with the Falcon engines appear to be predominantly with the XE and XF models. It has been brought to our attention that there was a batch of engine blocks machined incorrectly. This problem occurred prior to Ford Motor Company purchasing a multi axis checking machine.

Ford had made a modification to the distributor drive gear on the camshaft which helped alleviate the problem

All new Billet Cams now have gears which are closer to the modified Ford design. This has reduced the incidence in cam wear.

Wade Camshafts – Cam Catalogue
Ford 6cyl – 144 - 250 (Pre-X flow)

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
259a	Ex .267 In .268	63-27 25-64	199 199	Hyd Hyd	.401 .402	109	Smooth idle, suit std motor
933a	Ex .267 In .267	66-19 28-58	204 204	.Hyd .Hyd	.400 .404	109	Good idle, suit std auto
1166a	Ex .281 In .281	66-26 26-66	205 205	.Hyd .Hyd	.422 .422	109	Smooth idle suit auto low to midrange increase
242a	Ex .284 In .281	71-29 31-70	210 209	.Hyd .Hyd	.426 .422	110	Good midrange power 1800-5000
1069	Ex .297 In .296	79-32 38-72	222 222	.Hyd .Hyd	.446 .444	110	Midrange to top end power needs springs. Carbs, exhaust
373	Ex .286 In .286	84-40 44-80	227 227	.Hyd .Hyd	.429 .429	110	Mid to top end, manual or - high stall, 3000-6000
1147	Ex .316 In .304	77-39 34-70	232 226	.Hyd .Hyd	.474 .456	110	Needs compression, exhaust carbs, anti pump lifters
1147c	Ex .316 In .316	76-40 36-80	232 232	.Hyd .Hyd	.474 .474	110	Mid to top end power 3500-6500 rpm
140	Ex .297 In .297	74-41 40-70	238 238	.013 .013	.432 .432	106	Solid lifter, rough idle 3000-6500 +

A wide range of profiles are available upon request

Ph: 03 9568 0333

Wade Cams in 2005 – celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue
Ford 6cyl – EA –EL SOHC

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 2:1
918x	Ex .227 In .242	59-17 22-64	188 194	Hyd Hyd	.454 .484	111	Smooth idle, suit std motor
1160x	Ex .227 In .237	55-17 14-61	189 195	.Hyd .Hyd	.454 .474	111	Good idle, suit std auto
952	Ex .242 In .242	55-21 16-60	194 194	.Hyd .Hyd	.484 .484	110	Good idle suit auto low to midrange increase
1004	Ex .240 In .240	65-19 21-63	204 204	.Hyd .Hyd	.480 .480	112	Increased midrange power 2200-5500 suit auto
1004-14	Ex .240 In .240	66-18 22-62	204 204	.Hyd .Hyd	.480 .480	114	smoother idle than above
1604	Ex .237 In .241	59-17 20-64	192 204	.Hyd .Hyd	.474 .482	113	Smooth idle suit Auto increase torque
1521a	Ex .262 In .262	69-25 22-72	217 217	.Hyd .Hyd	.524 .524	114	Mid to top end, manual or - high stall, need springs

This is just a small selection of profiles for this engine. We are always working on new profiles and would welcome any feedback so we can try to improve the performance of your engine.

Ph: (03) 9568 0333

www.wadecams.com

Wade Camshafts - Cam Catalogue

Ford 302-351 Cleveland V8

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.73
328	Ex .273 In .260	59-27 19-60	200 194	Hyd Hyd	.472 .450	108	Great torque, good economy suit auto, LPG, good in 302CI
328b	Ex .273 In .273	58-27 22-63	200 200	Hyd Hyd	.472 .472	109	Good idle, suit auto, great torque, suit LPG
1491	Ex .282 In .272	70-26 20-64	210 202	Hyd Hyd	.488 .470	110	Good idle, suit LPG 1800-5000
963a961a	Ex .294 In .285	68-24 18-62	213 204	Hyd Hyd	.509 .493	112	Smooth idle, suit auto low to mid range power
760	Ex .281 In .277	84-37 22-78	219 206	Hyd Hyd	.486 .479	114	Smooth idle suit auto trans 2400 - 5500
750	Ex .307 In .306	70-24 20-60.	224 214	Hyd Hyd	.531 .529	112	Great torque, suit auto 2000 - 5500
869	Ex .324 In .308	77-31 30-70	233 222	Hyd Hyd	.560 .533	112	Midrange to top end needs springs 2500 - 6000
1147-8	Ex .316 In .304	75-41 36-68	232 226	Hyd Hyd	.547 .526	108	Strong top end power, needs springs, 3200 - 6500
446b	Ex .295 In .295	71-40 33-78	228 228	.020 .020	.490 .490	109	Solid lifter cam, street and strip
1474	Ex .314 In .313	86-36 46-68	240 232	Hyd Hyd	.543 .541	108	Needs high stall, good top end similar to Hi flow 2H
1366	Ex .341 In .330	83-39 42-70	256 246	.025 .025	.564 .545	108	Competition, street and strip 4000 - 7000
949a	Ex .341 In .341	78-57 48-87	262 262	.025 .025	.564 .564	105	Competition only full mods

Large range of Roller profiles also available

Wade Camshafts – Cam Catalogue

Ford 289-351 Windsor V8

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.6
328	Ex .273 In .260	59-27 19-60	200 194	Hyd Hyd	.437 .416	108	Great torque, good economy suit auto, LPG, good in 302CI
328b	Ex .273 In .273	58-27 22-63	200 200	Hyd Hyd	.437 .437	109	Good idle, suit auto, great torque, suit LPG
1166a	Ex .281 In .281	66-26 26-66	205 205	Hyd Hyd	.450 .450	110	Good idle, suit LPG 1800-5000
963a961a	Ex .294 In .285	68-24 18-62	213 204	Hyd Hyd	.470 .456	112	Smooth idle, suit auto low to mid range power
760	Ex .281 In .277	84-37 22-78	219 206	Hyd Hyd	.450 .443	114	Smooth idle suit auto trans 2000 - 5500
1069	Ex .297 In .296	79-32 38-72.	222 222	Hyd Hyd	.475 .474	112	Great torque, suit auto 22000 - 5500
869	Ex .324 In .308	77-31 30-70	233 222	Hyd Hyd	.518 .493	112	Midrange to top end needs springs 2500 - 6000
1147-8	Ex .316 In .304	75-41 36-68	232 226	Hyd Hyd	.506 .486	108	Strong top end power, needs springs, 3200 - 6500
446b	Ex .295 In .295	71-40 33-78	228 228	.019 .019	.453 .453	109	Solid lifter cam, street and strip
1474	Ex .314 In .313	86-36 46-68	240 232	Hyd Hyd	.502 .500	108	Needs high stall, good top end similar to Hi flow 2H
1366	Ex .341 In .330	83-39 42-70	256 246	.024 .024	.522 .504	108	Competition, street and strip 4000 - 7000
949a	Ex .341 In .341	78-57 48-87	262 262	.024 .024	.522 .522	105	Competition only full mods

Note: 351 Windsor has a different firing order to 289-302

Wade Camshafts – Cam Catalogue

Ford 998 – 1600 (Kent)

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
348	Ex .231 In .231	69-27 27-66	205 201	.012 .022	.324 .331	109	GT Cortina and Formula Ford spec, good idle
104	Ex .281 In .282	66-24 28-66	212 212	.013 .013	.408 .409	110	Smooth idle, good torque mild porting, longer springs
113	Ex .262 In .262	66-30 30-65	212 212	.013 .013	.379 .379	107.5	Good idle, needs exhaust low to midrange
240	Ex .283 In .283	71-29 32-70	220 220	.017 .017	.407 .407	110	Needs springs, twin carbs good midrange
446	Ex .295 In .295	71-40 33-78	228 228	.018 .018	.425 .425	109	Increased midrange Needs springs, 3000-6500
1009a	Ex .320 In .320	70-38 39-70	230 230	.016 .016	.464 .464	106	Needs springs. Carbs suit speedway
140	Ex .297 In .296	75-41 41-71	238 238	.013 .013	.432 .431	106	Twin Weber carbs, springs 4000-7000
176c	Ex .326 In .326	79-41 49-71	243 243	.019 .019	.470 .470	105	Top end power, full mods 4000-7500
185a	Ex .278 In .278	86-58 54-90	250 250	.016 .016	.400 .400	106	Top end power, full mods A6 Cosworth

Ph: (03) 9568 0333

www.wadecams.com

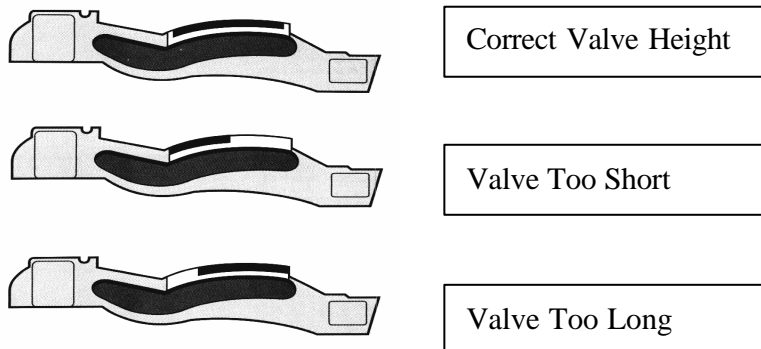
Wade Cams in 2005 – celebrating 43 years of engineering

Wade Camshafts – Cam Catalogue

Ford 2000 SOHC

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.55 1.6
1489B	Ex .275 In .275	71-31 29-69	224 228	.008 .008	.410 .434	110	Good idle, low to midrange
690	Ex .264 In .264	67-27 26-66	230 230	.008 .008	.401 .414	113	Smooth idle, good torque mild porting, midrange
460	Ex .250 In .250	85-35 33-71	248 236	.008 .006	.380 .394	113	Lopy idle, needs exhaust midrange to top end power
713	Ex .290 In .290	82-36 38-72	240 238	.012 .010	.437 .454	110	Needs springs, twin carbs good midrange WR30
520	Ex .297 In .292	80-38 43-81	256 256	.012 .010	.448 .457	110	Midrange to top end power Needs springs, 4000-7500
520x	Ex .297 In .297	71-35 41-69	256 256	.012 .010	.448 .457	106	Needs springs. Carbs comp Rally

Be sure to check that the spray-bar is setup so the oil sprays onto the cam and rockers under normal running conditions.



Thicker Valve caps may have to be fitted to achieve correct contact patch of rocker face

Wade Camshafts – Cam Catalogue

Holden 149-202

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
259a	Ex .267 In .268	63-27 25-64	199 199	Hyd Hyd	.400 .402	110	Smooth Idle, Good torque 1500-4500
961a	Ex .285 In .285	61-19 21-59	204 204	Hyd Hyd	.428 .428	110	Good Idle, low to midrange power increase
1166a	Ex .281 In .281	66-26 26-66	205 205	Hyd Hyd	.422 .422	110	Good idle, needs exhaust
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.426 .421	110	Needs carbs, in Red motor Ok in Blue motor
818	Ex .298 In .297	67-27 27-66	212 211	Hyd Hyd	.447 .446	110	Midrange top-end Needs springs
104	Ex .281 In .282	66-24 28-66	212 212	.013 .013	.408 .408	110	Mild solid cam, good midrange increase
1069	Ex .297 In .298	79-32 37-68	222 222	Hyd Hyd	.446 .444	110	Good midrange suit speedway.
1147b	Ex .304 In .304	74-32 34-72	226 226	Hyd Hyd	.455 .455	110	Midrange to top end 3000-6500
1147	Ex .316 In .304	75-41 36-68	232 226	Hyd Hyd	.474 .455	108	Excellent for speedway - needs anti-pump lifters
373	Ex .286 In .285	84-40 44-80	227 226	Hyd Hyd	.429 .428	110	GTR XU1 needs carbs Exhaust, mod head
446	Ex .295 In .295	71-40 33-78	228 228	.018 .018	.425 .425	109	Solid lifter cam good mid to top end power
825c	Ex .309 In .309	83-37 43-77	228 228	Hyd Hyd	.464 .464	110	Needs carbs, exhaust, manual trans or high-stall
140	Ex .297 In .296	74-41 40-70	238 238	.013 .013	.432 .432	106	Needs comp, carbs etc 3500-6800
341c	Ex .326 In .326	85-44 45-84	240 240	.014 .014	.475 .475	110	As above, approx 3600-7000

Wade Cams in 2005 – celebrating 43 years of engineering

Wade Camshafts – Cam Catalogue

Holden 149-202

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
391	Ex .305 In .305	95-51 55-91	240 240	Hyd Hyd	.456 .456	110	Bathurst XU1 3500-6500
224a	Ex .297 In .297	92-50 60-82	252 252	.016 .016	.429 .429	106	Mid-range to top end Needs carbs, comp
154a	Ex .326 In .326	80-48 49-79	260 260	.014 .014	.475 .475	106	Competition full mods 4000-7200
949a	Ex .341 In .341	78-57 48-87	262 262	.022 .022	.489 .489	105	Competition, needs compression 4500-7500
629b	Ex .346 In .346	82-60 62-80	266 266	.022 .022	.497 .497	100	Competition only
789a	Ex .347 In .347	86-69 66-89	276 276	.021 .021	.500 .500	100	Competition only

Holden V6 3.8 Roller

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.6
1250	Ex .281 In .281	63-27 23-67	205 205	Hyd Hyd	.450 .450	110	Smooth idle, good torque Suit gas
992a	Ex .295 In .295	69-27 25-71	214 214	Hyd Hyd	.472 .472	112	Good idle, low to midrange power increase, needs chip
1114a	Ex .308 In .308	69-27 29-67	220 220	Hyd Hyd	.493 .493	110	Midrange to top end mod chip, exhaust etc
1365a	Ex .313 In .313	74-28 34-64	228 228	Hyd Hyd	.500 .500	110	Needs comp, suit speedway
686a	Ex .334 In .334	74-34 38-70	232 232	.025 .025	.509 .509	108	Midrange top-end Needs springs
1058a	Ex .340 In .340	82-46 50-78	258 258	.019 .019	.525 .525	106	Formula Holden full mod engine

Wade Camshafts – Cam Catalogue

Holden 253-308 304 (pfi)

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.65
259a	Ex .267 In .268	63-27 25-64	199 199	Hyd Hyd	.440 .442	110	Smooth idle, Good torque 1500-4500
961a	Ex .285 In .285	61-19 21-59	204 204	Hyd Hyd	.470 .470	110	Good idle, low to midrange power increase
1166a	Ex .281 In .281	66-26 26-66	205 205	Hyd Hyd	.464 .464	110	Good idle, std Auto
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.467 .464	110	4bl carb, best in 308 max HP 5200
818	Ex .298 In .297	67-27 27-66	212 211	Hyd Hyd	.492 .490	110	Midrange top-end Needs springs
954a	Ex .283 In .283	66-38 26-78	213 213	Hyd Hyd	.467 .467	110	Lopy idle, good midrange mild head work
1069	Ex .297 In .298	79-32 37-68	222 222	Hyd Hyd	.490 .488	110	Good midrange, 2500 stall converter.
1147b	Ex .303 In .303	74-32 34-72	226 226	Hyd Hyd	.500 .500	110	Midrange to top-end 2700-6500
1147	Ex .316 In .304	75-41 36-68	232 226	Hyd Hyd	.521 .501	108	Midrange –top-end power needs anti-pump lifters
869	Ex .324 In .304	71-37 36-64	234 226	Hyd Hyd	.535 .508	106	Great mid-range Exhaust, mod head
825c	Ex .309 In .309	83-37 43-77	228 228	Hyd Hyd	.510 .510	110	Same as Crane 288, mid to top end power 2800 stall
1147c	Ex .316 In .316	76-40 36-80	232 232	Hyd Hyd	.521 .521	110	Needs exhaust, manual trans or high-stall
1474	Ex .314 In .313	86-36 43-68	240 232	Hyd Hyd	.518 .516	108	Needs comp, carbs etc 3500-6800
341c	Ex .326 In .326	85-44 45-84	240 240	.015 .015	.522 .522	110	As above, approx 3600-7000

Wade Cams in 2005 – celebrating 43 years of engineering

Wade Camshafts – Cam Catalogue

Holden 253-308 304 (pfi)

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.65
1470b	Ex .340 In .340	70-37 30-77	242 242	.024 .024	.536 .536	110	Needs springs, solid lifters 3500-7000
810b	Ex .336 In .336	79-45 43-81	242 242	Hyd Hyd	.554 .554	108	Mid-range, to top end Anti pump up lifters , comp
1470	Ex .353 In .340	78-40 34-75	251 243	.023 .023	.559 .538	108	Competition Full mods 3600-7200
1366	Ex .341 In .330	83-39 42-70	256 246	.024 .024	.538 .520	108	Good top end power 430 + HP
1060	Ex .369 In .357	79-48 41-76	260 252	.024 .024	.584 .564	106	Similar to Crane 288
949a	Ex .341 In .341	78-57 48-87	262 262	.024 .024	.540 .540	105	Full competition , full mods
789a	Ex .347 In .347	86-69 66-89	276 276	.023 .023	.550 .550	100	Top end power, needs comp full mods,5000-8000

Some profiles will have small variations in lobe center line depending on whether the engine is an early model or late PFI engine

All of these profiles have been tested but horsepower and RPM range will vary due to the infinite number of engine specifications

Custom grinds are also available upon request

Wade Cams in 2005 – celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue
Nissan Skyline RB30 3000 also VL Commodore

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.6
876	Ex .268 In .268	65-24 24-66	200 200	Hyd Hyd	.429 .429	110	GTS 1 good idle std chip suit auto,
933	Ex .267 In .269	66-19 28-58	204 204	Hyd Hyd	.427 .430	110	Good idle, suit auto, great torque, low to midrange
1528	Ex .298 In .281	69-25 31-70	211 209	Hyd Hyd	.477 .450	110	Suit turbo, good midrange needs mod chip
934	Ex .259 In .268	57-26 35-75	194 218	Hyd Hyd	.414 .429	110	GTS 2 needs mod chip mid range power
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.454 .450	110	Fair idle suit auto trans 2000 - 5500
818	Ex .298 In .297	67-27 27-66	212 212	Hyd Hyd	.477 .475	110	needs mod chip, Springs mid range power
818b1522c	Ex .297 In .303	65-29 30-70	212 222	Hyd Hyd	.475 .485	110	Fair idle suit auto trans turbo 2000 - 6000
818c1147c	Ex .297 In .316	68-26 38-84	211 232	Hyd Hyd	.475 .506	112	needs mod chip, Springs top end power max boost
1147C	Ex .316 In .316	76-40 36-80	232 232	Hyd Hyd	.506 .506	110	Competition only Max boost

A large range of Turbo and non-Turbo profiles are available upon request

www.wadecams.com

Wade Cams in 2005 – celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue

Nissan SR20 DOHC

Profile No	Lobe Lift	Duration Adv	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.52
1277a1285a	Ex .266 In .264	258 264	208 208	010 008	.394 .393	108	GTIR Mechanical
1572	Ex .280 In .280	258 264	208 208	Hyd Hyd	.426 .426	108	Good idle std chip suit auto,
1571a1572a	Ex .274 In .274	270 276	218 218	.008 .006	.408 .410	108	Good idle, midrange torque, mechanical
1598c	Ex .292 In .292	264 264	212 212	Hyd Hyd	.444 .444	109	Street and Strip, good mid to top end power
1608c	Ex .293 In .293	272 272	218 218	.008 .008	.437 .437	108	Good midrange to top end mechanical
1614	Ex .284 In .284	264 264	212 212	Hyd Hyd	.432 .432	110	Fair idle Suit VCT

Multiply Valve Lift by 25.4 to convert to Metric.. eg 0.426 x 25.4 = 10.82 mm

Wade Camshafts – Cam Catalogue

Leyland – P76 / Rover V8

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
259a	Ex .268 In .268	63-27 25-64	199 199	Hyd Hyd	.402 .402	109	Great torque, good economy suit auto
1166a	Ex .281 In .281	66-26 22-63	205 205	Hyd Hyd	.422 .422	110	Good idle, suit auto, great torque
242a	Ex .284 In .281	71-29 31-70	210 209	Hyd Hyd	.426 .422	110	Needs comp, good in stroker 1800-5500
818	Ex .298 In .298	67-27 27-67	212 212	Hyd Hyd	.447 .447	110	Lopy idle, suit manual trans needs springs
169	Ex .268 In .269	75-36 41-70	218 218	Hyd Hyd	.402 .404	109	Lopy idle, need high stall 2400 - 5500
1069	Ex .297 In .296	79-32 38-72.	222 222	Hyd Hyd	.446 .444	110	Midrange to top end 2500 - 6000
869	Ex .324 In .308	77-31 30-70	233 222	Hyd Hyd	.560 .533	112	Midrange to top end needs springs 2500 - 6000
1147	Ex .316 In .304	77-39 34-70	232 226	Hyd Hyd	.474 .556	110	Strong top end power, needs springs, 3200 - 6500
446b	Ex .295 In .295	71-40 33-78	228 228	.018 .018	.425 .425	109	Solid lifter cam, street and strip
1474	Ex .314 In .313	86-36 46-68	240 232	Hyd Hyd	.471 .470	108	Needs high stall, good top end similar to Hi flow 2H
1366	Ex .341 In .330	83-39 42-70	256 246	.025 .025	.489 .472	108	Competition, street and strip 4000 - 7000
949a	Ex .341 In .341	78-57 48-87	262 262	.022 .022	.489 .489	105	Competition only full mods

www.wadecams.com

Wade Cams in 2005 – celebrating 43 years of engineering

Wade Camshafts – Cam Catalogue

Toyota 4AG Twin Cam

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1:1
872a	Ex .317 In .317	64-23 24-63	220 220	.009 .009	.308 .308	110	Great torque, good economy increased midrange
1056a	Ex .351 In .351	71-29 31-69	226 226	.013 .013	.338 .338	110	Good idle, midrange street or strip
956a	Ex .303 In .303	73-34 33-74	239 239	.013 .013	.290 .290	110	Needs comp, twin carbs Mid to top end
800a	Ex .360 In .360	80-48 50-78	253 253	.010 .010	.350 .350	105	competition, mid to top end needs springs
943a	Ex .357 In .357	83-41 43-81	258 258	.008 .008	.349 .349	110	full mods,
827	Ex .446 In .435	78-55 47-72	268 260	.014 .014	.432 .421	102	Race only, full mods 4500 - 8000

We have a large range of profiles to suit other models in the Toyota range

Corolla 2K – 5K

Toyota 2Y – 4Y

Toyota 18R

Toyota 21R – 22R (New castings available)

Toyota 2TG

Toyota 3SG Gen 2 & 3 (New castings available)

Toyota 4AG 20 Valve (New castings available)

Toyota Landcruiser (New castings available for 2F)

Ph: (03) 9568 0333

Wade Cams in 2005 – celebrating 43 years of engineering excellence

Wade Camshafts – Cam Catalogue
Triumph 6cyl 2000

Profile No	Lobe Lift	Timing Ad Open Close	Duration @.050	Valve Clr	Valve Lift	Lobe Sep	Rocker Ratio 1.5
113	Ex .262 In .262	66-30 30-65	212 212	.013 .013	.379 .379	107.5	Great torque, good economy
104	Ex .282 In .282	66-24 28-66	212 212	.013 .013	.408 .408	110	Good idle, suit auto, great torque
169	Ex .268 In .269	75-36 41-70	218 218	.008 .008	.395 .394	109	Needs comp, twin carbs 1800-5500
240	Ex .283 In .283	71-29 32-70	220 220	.017 .017	.407 .407	110	Lopy idle, suit manual trans needs springs
563A	Ex .250 In .250	55-33 35-63	224 224	.014 .014	.361 .361	105	TR6
446B	Ex .295 In .295	71-40 33-78.	228 228	.018 .018	.446 .444	109	Midrange to top end 2500 - 6000

Ph: (03) 9568 0333

www.wadecams.com

Wade Cams in 2005 – celebrating 43 years of engineering excellence

NOTES:

We now have new castings available for the following Makes

Honda Vtec SOHC

Honda Vtec DOHC

Mitsubishi EVO 1 – 5

Mitsubishi 4G15 12 Valve

Nissan KA24

Nissan SR20

Porsche 911 – 930

Subaru WRX

Toyota 4AG

Toyota 3SG

If the camshaft your looking for is not listed, call us during office hours 8am – 5pm week days