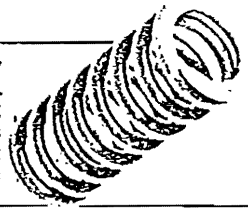
Vic Hubbard

Hayward, California ELgin 1-8455

ISKENDERIAN CAMS

FORD-MERCURY V8 -- 1932-53

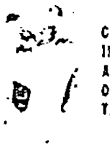
Type	Timing		Clear.		VH Price	Specifications
¾ ≐778	In. 20-60 .320 Ex. 60-20 .320		In. .014 Ex. .014		31.50	Used as a Road Cam for passenger cars. Provides an increase of acceleration at speeds above 15 mph. Top speed is also increased. Idling is slightly faster than stock but smooth. Higher compression and multiple carburetion recommended for best results. Use with Engineered Kit. See below.
¾ Maximum ≐1	In. 17-52 .360 Ex. 57-12 .360		In. .014 Ex. .014		35.00	For standard or slightly bored engines. The most powerful ¾ cam available for the Ford and Merc. flatheads. Provides maximum power output without loss of desirable smooth low speed performance. Idling is faster than stock but smooth. Multiple carburetion and higher compression recommended for best results. Use with Chilled Iron Adj. Tappets and Isky Racing Valve Springs.
Full Race ≐88	In. 24-60 .320 Ex. 64-20 .320		In. .010 Ex. .012		31.50	This cam produces more than the ¾ race but slightly impairs torque at low speed. Idling will have a noticeable lope. Recommended for roadsters but could be used in bored and stroked passenger cars with slight sacrifice of low speed operation. Multiple carburetion and higher compression necessary. Use with Isky Engineered Kit. See below.
Track Sneaker	Stock timing and lift.				38.50	For the respectable stock car racer who wants to cheat just a little. Has stock lift and stock timing, however, rate of valve lift has been increased thus producing a hotter cam. Used in stock cars and engines for ¼ mile and larger tracks. Provides an increase in acceleration for coming off the turns and down the straight-a-ways. This cam will not pass a visual inspection. Use Chilled Iron Adj. Tappets and Isky Racing Valve Springs.
Track ≐1007	In. 18-56 .312 Ex. 59-15 .312		In. .012 Ex. .014		38.50	Recommended for roadsters and stock cars on short tracks. Standard displacement Mercury in many cases when equipped with this camshaft are able to outperform large bore and stroke Mercurys. Excellent acceleration coming off the turns and down the straight-a-ways. Use with Chilled Iron Adj. tappets and Isky racing valve springs.
Track ≐1007B	In. 20-55 .355 Ex. 60-15 .355		In. .012 Ex. .014		38.50	Recommended for sportsman and modified stock cars on all tracks. Has a higher lift than the ≐1007 and should be used with engines that have been bored or stroked to some degree. Excellent low speed torque for acceleration coming off the turns combined with high revving ability down the straight-a-way. Also very popular cam for hot Road car. Use with Chilled Iron Adjustable Tappets and Isky Racing Valve Springs.
Track ≐1007-LD "Impacter"	In. 22-67 .370 Ex. 65-24 .370		In. .010 Ex. .012		38.50	Nicknamed the "Impacter." Ground for highly competitive race circuits where engines are limited to slightly over stock cubic inches and one carburetor, where every bit of horsepower per cubic inch must be extracted. Provides terrific acceleration coming off the turns and follow thru down the straight-a-way. Use with Chilled Iron Adj. tappets and Isky engineered, compound racing valve spring kit. See below.
Track ≐1017	In. 26-67 .355 Ex. 67-26 .355		In. .014 Ex. .016		38.50	A big brother to the 1007-LD. The 1017 is recommended for Sportsman and Modified stocker cars with standard or overstandard engines running on ¼ mile or larger tracks. Provides more HP in the higher rpm brackets than the 1007-LD and requires slightly lower gearing for coming off the corners. Works best between 3500 and 5500 rpm. Use with Chilled Iron Adj. Tappets and Isky engineered Compound Racing Valve Springs.
Track ≐400 Jr.	In. 18-60 .400 Ex. 60-18 .400		In. .018 Ex. .018	21-A 88-A	49.00 52.50	Recommended for sportsman and modified stock cars on all tracks. Excellent low speed torque for acceleration off the turns and good top speed coming down the straight-a-way. The ultimate in flexibility and cam design for an engine using stock, flat 1" Chilled Iron Adj. Tappets ts. Also an excellent ET cam for ¼ mile drags. Isky Compound Valve Spring Kit recommended. See below.
Track ≐431 Accelerator	In. 25-69 .411 Ex. 69-25 .411		In. .020 Ex. .020	21-A 88-A	49.00 52.50	Recommended for large bore and stroke sportsman and modified stock cars on ½ mile or larger tracks. On long tracks where the rpm is kept above 4000 this cam produces the same power as the ≐404 but not the excessive low speed torque which causes loss of traction on some surfaces. Also an excellent cam for straight-a-way racing. Recommended for large bore and stroke engines in light chassis coupes and dragsters running at ¼ mile drags. Use with Isky Engineered Kit. See below.
Radius Track ≐404A	In. 20-62 .404 Ex. 62-20 .404 (16 radius tappets included in above prices)		In. .018 Ex. .018	21-A 88-A	98.00 105.00	The ultimate in cam design. A constant acceleration cam. America's and the world's fastest flathead cam. Cannot be beat for low, intermediate, and top speeds. Holds the majority of drag race, track and straight-a-way records. Isky drill jig necessary for installation of radius tappets. $25.00 deposit required — refundable if returned in 30 days. Isky Engineered Compound Valve Spring Kit recommended for maximum revs. Kit includes: 16 Silicon Chrome Outer Springs, 16 Silicon Inner Springs, 16 Heavy Duty Spring Retainers and Adjusting Washers. Illustrated instruction sheet included with each kit. Price—$30.00 per set.
	Note: 16 Radius Tappets included in above price. Tappets purchased separately are ea. or 39.25 per set.				2.45	
	404 Cams only: 21-A (1932-48) 88-A (1949-53)				58.75 65.75	



ISKY SPECIAL SINGLE RACING VALVE SPRING

SPECIAL ISKY KIT FOR ABOVE GRINDS:

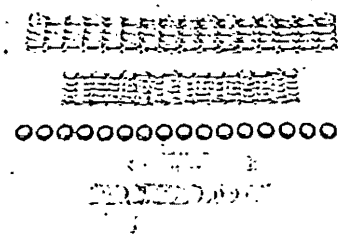
	VH Price
16 Chilled Iron Adjustable Overlength Tappets	14.00
16 Silicon Chrome Single Type Racing Springs	8.40
Note: These are special fatigue-proof, springs, designed specifically for Ford flathead '32-'53, and will outlast 4 times as long as the Zephyr-type automotive springs when installed in a racing engine. However, we also carry the automotive Zephyr spring, 1932-'53, $6.40 per set.	
1 Set of Adjusting Spring Shims, Part No. 404SS	1.40



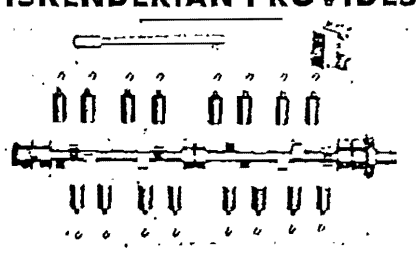
CHILLED IRON ADJUSTABLE OVERLENGTH TAPPET

SPECIAL COMPOUND VALVE SPRING KIT FOR ABOVE GRINDS

	VH Price
16 CHILLED Iron Adjustable Overlength Tappets (Except 404)	14.00
16 Silicon Chrome Outer Valve Springs, Part No. 205G	11.20
16 Silicon Chrome Inner Valve Springs, Part No. 206G	5.60
1 Set of Heavy Duty Spring Retainers, 87F	8.95
1 Set of Adjusting Spring Shims, Part No. 85F	1.40
Total	27.20
1 Compound Valve Spring Kit (Purchased as unit)	21.00



ISKENDERIAN PROVIDES COMPLETE ENGINEERED ASSEMBLIES



In many cam installations there must be a reinforcement or replacement of parts in the valve assembly train when the stock parts are not compatible with the new grind. Iskenderian Engineers take great pride in the peak performance and added efficiency provided by Isky Engineered Kits. A typical example is the kit for the Isky '404'.

Although this cam, known as the constant acceleration cam, is meant to operate at high and sustained speeds with extremely rapid opening and closing of the valve and extra high valve lift, loadings and wear remain within permissible limits. The combination of cam and kit is mainly responsible for the excellent performance of flatheads.