*SBC - 1955-57 models have an oiling groove in the rear journal.

Description

Part Number: 12-466-8 [7,10,46] Grind Number: 268XFI HR13

Lifter Type: Retro-Fit Hydraulic Roller

Chevrolet 262-400 c.i. 8 cyl. 1958-1998

Engine Family:

THE ABSOLUTE LEADER IN VALVE TRAIN TECHNOLOGY

Description:

Ample low end w/ very good mid-range ullet Gear & exhaust upgrade needed ullet Largest cam for stock converter

Cam Family:

XTREME Fuel Injection (XFI $^{\text{IM}}$) Using 1.6 Rockers -Newest & quickest lobe profiles in the Xtreme family; Provide a terrific increase in performance \bullet Tuned for use in EFI applications where extra air flow signal through the carburetor is not

required (feature wider lobe separation w/o loss of responsiveness) • Work well w/

Intake

0.357

Specifications

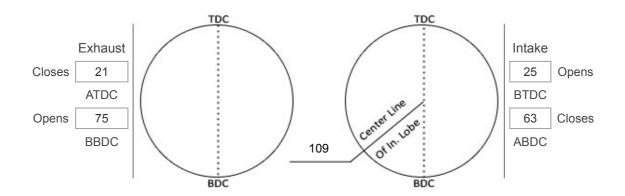
RPM Range: 1800 to 5800 Valve Lash: Hyd. Valve Timing: 0.006 Duration: 268 Lobe Separation: 113° Duration @ .050" Lift: 218 109° Intake Centerline: Valve Lift: 0.57

Lobe Lift:

Hyd.
276
224
0.565
0.354

Exhaust

Valve Timing @ 0.006 Lift:



Recommended Components

Component Part Number

 Complete K-Kit
 K12-466-8 [10,46]

 Small SK-Kit
 SK12-466-8 [7,10,46]

 Cam & Lifter Kit CL-Kit
 CL12-466-8 [7,10,46]

 Lifter Kit
 853-16 / 15853-16

 Timing Set
 2100 / 7100

Rocker Arms <u>1416-16</u> [77] / <u>1602-16</u> [77]

 Push Rods
 7809-16 / 7609-16

 Valve Springs
 26986-16 [2]

 Steel Retainers
 787-16 / 1787-16

 Valve Locks
 601-16 / 648-16

 Valve Seals
 501-16 / 503-16 [2]

Distributor Gears <u>12200</u>

Installation Notes (These notes apply to the above recommended components with the trailing installation note numbers)

Note	Description
2	[2] Requires machining on cylinder heads.
7	[7] Stock springs cannot be used.
10	[10] Requires thrust button & wear plate.
46	[46] Must use bronze tip fuel pump pushrod when using high pressure or high volume pump.
77	[77] Engines with self-aligning rocker arms must use part #1418-16 or #1618-16