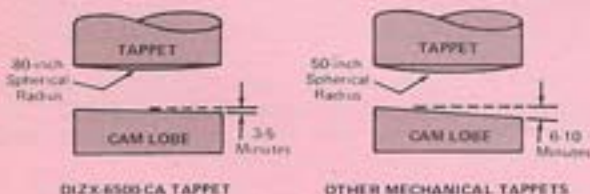


Camshafts

221-260-289-302-351W-351C-400

O.H.O. cam and tappet kits D1ZX-6250-FA (351C) and D0ZX-6250-B (302) feature a unique cam lobe and tappet radius design that make other cams and tappets non-interchangeable. Therefore, they are sold only as kits (cam, tappet and break-in lube). The unique tappet is serviced under part number D1ZX-6500-CA. It is not interchangeable with other mechanical tappets, nor can other mechanical tappets be used in place of D1ZX-6500-CA. Here's why.



The D1ZX-6500-CA tappet has an 80-inch spherical radius on the bottom, which is compatible with a cam lobe taper of 3-5 minutes that's used on 302-351 O.H.O. camshafts. An 80-inch

with cams having 6-10 minute lobe taper. NOTE: Although these numbers are very small (there are 60 minutes in one degree), the forces involved are extremely large. So don't try interchanging cam and tappets with stock components. It plain flat out won't work.

302 Boss and 351 Boss Cam/Tappet Usage

CAMS		TAPPETS
Part Number	Application	Part Number
D1ZZ-6250-B	'71 351Boss	D1ZZ-6500-B*
D2ZZ-6250-A	'72 351 H.O.	D1ZZ-6500-B*
D1ZX-6250-FA	O.H.O. 351 Boss	D1ZX-6500-CA
D0ZZ-6250-A	'69-'70 302 Boss	D0ZZ-6500-A*
D0ZX-6250-B	O.H.O. 302 Boss	D1ZX-6500-CA

*Special Note: 302 Boss and 351 Boss engines both get oil to the rocker arms via the tappet and push rod. However the 351 requires more oil and thus the D1ZZ-6500-B tappet has a larger metering hole. For stock cam applications, it can be used with 302 Boss engines, but the D0ZZ-6500-A tappet can not be used with 351 Boss engines because it has a smaller hole.

Camshaft I.D. and Application (Service Parts Only)

Part Number	Application		Lifter		Intake Events				Exhaust Events		Duration		Lift			Identification	
	Engine	Year	Type	Lash	Open	Close	Open	Close	Intake	Exhaust	Lobe	Valve	Overlap	Mark	Location		
G30Z-6250-B	221/260	62/65	HYD		21P8TC 3P8ATC	51P8BC 8DC	57P8BC 10P8BC	13P8TC 3P8TC	252°	252°	238"	280"	3P°	UA	Between last lobe and journal		
G3AZ-6250-V	300 303	65/68 68/72	HYD		15P8TC 6P8ATC	30P8BC 8P8BC	44P8BC 17P8BC	30P8TC 22P8TC	368°	344°	238(I) 237(E)	300(I) 280(E)	3P°	UA			
E30Z-6250-C	2284P	63/68	Mech.	019"	40P8TC E2P8ATC	64P8BC 3P8BC	64P8BC 3P8BC	3P8ATC 22P8TC	330°	310°	298"	460"	82°	VE	Between disc, gear and first journal		
C3FZ-6250-A	All except 351C	ALL	Mech.	020" 025"E	52P8TC 8P8TC	62P8BC 3P8BC	62P8BC 3P8BC	42P8TC 4P8TC	218°	304°	330"	510"	94°	CPE-A	Stamped on end of shaft		
G00Z-6250-C	All except 351C	ALL	HYD		3P8TC 10P8ATC	14P8BC 20P8BC	64P8BC 22P8BC	3P8ATC 2P8TC	260°	260°	290"	470"	62°	G30Z-C			
D0ZZ-6250-A	302 Boss	68/72	Mech.	025"	34P8TC 13P8ATC	16P8BC 20P8BC	50P8BC 47P8BC	34P8TC 22P8TC	260°	260°	290"	477"	58°	VED			
D0ZX-6250-B	302 Boss	O.H.O.	Mech.	025"	56P8TC E2P8ATC	60P8BC 22P8BC	60P8BC 42P8BC	16P8TC 25ATC	324°	324°	305"	589"	114°	D0ZX-A	Stamped on end of shaft		
G90Z-6250-A	351 (W)	68/71	HYD		11P8TC 3P8ATC	66P8BC 16P8BC	66P8BC 16P8BC	22P8TC 3P8TC	256°	230°	260(I) 278(E)	425(I) 430(E)	33P°	BF			
D0AZ-6250-B	351 (C) 2V	70/72	HYD		12P8TC 3P8ATC	60P8BC 11P8BC	60P8BC 11P8BC	20P8TC 3P8TC	258°	268°	238"	400"	32°	BR	Between last lobe and journal		
D0AZ-6250-C	351 (C) 4V	70/71	HYD		18P8TC 3P8ATC	70P8BC 18P8BC	81P8BC 20P8BC	18P8TC 3P8TC	268°	260°	247(I) 262(E)	430(I) 450(E)	27P°	BR	and Grooved Dist. Gear		
D1ZZ-6250-A	351 (C) CJ	71	HYD		18P8TC 3P8ATC	72P8BC 20P8BC	82P8BC 20P8BC	28P8TC 3P8TC	270°	260°	278" 283"	481(I) 490(E)	48P°				
D2ZZ-6250-B	351 (C) CJ	72	HYD		14P8TC 3P8ATC	76P8BC 20P8BC	82P8BC 20P8BC	32P8TC 3P8TC	270°	260°	278" 283"	481(I) 490(E)	48P°				
D1ZZ-6250-B	351 (C) Boss	71	Mech.	025"	34P8TC 13P8ATC	76P8BC 20P8BC	80P8BC 47P8BC	34P8TC 22P8TC	290°	290°	290"	477"	58°	6V			
D0ZZ-6250-A	351 (C) H.O.	72	Mech.	025"	17P8TC 3P8ATC	77P8BC 40P8BC	87P8BC 27P8BC	77P8TC 3P8TC	275°	275°	298"	400"	35P°	3F			
D1ZX-6250-FA	351C	O.H.O.	Mech.	025"	62P8TC 3P8ATC	84P8BC 20P8BC	90P8BC 40P8BC	64P8TC 12P8TC	326°	324°	355" 368"E	589" 613"	128P°	D1ZX-CA	Stamped on end of shaft		
D1AZ-6250-A	400	71/72	HYD		17P8TC 3P8ATC	59P8BC 17P8BC	71P8BC 20P8BC	21P8TC 3P8TC	256°	272°	422" 427"E	427"E	38P°	BU	Between last lobe and journal		
D0ZX-6250-C	303	O.H.O.	Mech.	025"	60P8TC 3P8ATC	84P8BC 22P8BC	84P8BC 11P8BC	64P8TC 11P8TC	330°	338°	350(I) 368(E)	600(I) 620(E)	130P°	D0ZX-C	Stamped on end of shaft		

Valve lift is computed for "Mark" rocker arm ratio. (1.73 for 400, 351C and 302 Boss, 1.60:1 for all others)