

FITTING A NEW CAMSHAFT

REMEMBER THE FOLLOWING POINTS

1. Thoroughly clean camshaft including oil passages before fitting.
2. New Crow Cams lifters should always be fitted with a new camshaft. (Does not apply to roller cams)
Warranty may be void if they are not Crow Cams lifters.
3. Coat the camshaft with a Crow Cams heavy duty anti-scuff lubricant (**Part no. LUB2**) Engine oil is not good enough. (Does not apply to roller cams)
NOTE: For roller lifter soak in engine oil for at least 30 min before assembly.
4. Check timing gears for wear and replace timing chain.
5. New high performance valve springs should be fitted with a high performance camshaft. When Double Springs are fitted inner Spring is to be removed during run-in. (Except Rollers). Springs should be inspected carefully and tested in

a valve spring testing machine if they are to be used again, even with a stock replacement cam. Make sure there is no coil bind or interference of valve train at full valve lift.

6. For the best results high performance cams should be fitted in accordance with the settings listed on the cam data card.
7. Prime oil filter and carburettor so that the engine will start instantly. Do not crank engine over to get oil pressure before starting, as it wipes off pre-lube.
8. Run engine above 1800rpm for 20 minutes.
Check for leaks. Take car for test drive to load engine.
9. Do not allow engine to idle for any longer than necessary.
WARNING: We strongly advise against the use of high volume oil pumps in street engines as the excessive load they provide causes premature failure of the oil pump drive gear.

CHECKING CAM POSITION

1. Find top dead centre on the number 1 cylinder using a dial indicator. Mark this position with a pointer mounted on the flywheel or degree wheel bolted to the front of the crankshaft.
2. After setting the dial indicator to zero on the back of the cam inlet lobe, rotate the crank until the pointer indicates the piston has reached top dead centre.
3. Read off the figure on the dial indicator and compare it to the figure shown for inlet lobe lift at T.D.C. on the cam data card supplied with the new cam. The figure shown on the cam data is a minimum and may be up to .005" more. Advance the camshaft to increase the lift at TDC retard the cam to decrease the lift.

THE TIME SPENT DIALLING THE CAM WILL BE REWARDED WITH OPTIMUM PERFORMANCE AND FUEL EFFICIENCY.

ENGINE OIL vs CROW DURA CAM ZDDP OIL ADDITIVE

Modern engine oil has a low percentage of ZDDP wear additives to avoid damage to catalytic converters.

For vehicles not fitted with catalytic converters we advise the use of Crow Cams Dura Cam oil additive **Part Number ZDDP100** which brings the ZDDP levels in the oil to acceptable levels for high performance flat tappet camshafts.



SPECIFICATIONS & APPLICATIONS

At the time of writing we believe the specifications and applications in the catalogue to be correct, however we are engaged in a continuous program of research and development. We therefore reserve the right to upgrade the specifications without notice. The fitter should take reasonable care to ensure the replacement parts are suitable for the application suggested as our catalogue is a guide only.

NOTE: In some applications fitting a performance camshaft to emission control vehicles used on public roads may contravene local pollution control regulations. If in doubt please consult your government environment protection or pollution control authorities.