All flat tappet cams require careful run-in procedure to give the best chance of a long life.



We recommend the following step by step procedure is followed as a minimum requirement:

Thoroughly clean the camshaft and check for any damage due to transport or manufacturing. Cast iron cams straightness can change during transport. Carefully inspect the cam for correct part number against your order and that the layout of lobes is correct for your engine model. Compare against the old cam if you have it. Check lubrication grooves are correct if relevant. Fit any end plugs supplied with the cam to control oil passages. Do you have the correct valve springs to suit the cam? Do not run standard springs if you have a performance cam with bigger lift unless you have checked it is suitable with our technical department. This can cause damage if the spring coil binds or is not the correct rate. Double springs should have the inner spring removed for run in. Ideal run in pressure would be around 100lb on the seat and 250-270 lb open max. Check the lifters are all in good condition and rotate freely in the lifter bores. If you are using lube face lifters check the EDM hole is clear in every lifter. Hold the faces of the lifters together and hold up to a light; they should touch in the middle and be able to rock side to side. If lifters appear to be flat contact our technical department before fitting. Lubricate the camshaft with engine oil and check how it fits in the block. Do not apply the supplied moly grosse yet. Leave the cam in the block. Do not apply the supplied moly grosse yet. Leave the cam in the block. Bo insert the first lifter and manually rotate the camshaft and check that the lifter is rotating slowly in the bore. You may need to push lightly on the lifter with a pushrod at this point. Go through each lifter in turn checking rotation is good. If any lifter does not rotate do not go any further until the cause of the problem is found. Contact our technical department if you are unsure. At this point it is a good time to check cam timing and rocker geometry. Assemble the cam and timing set and check the position of the cam is dialled in correctly. You can also check valve t	No	Task to complete	Checked
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continue to run the engine until it is looked at by a qualified person.		, , , , , , , , , , , , , , , , , , , ,	

Crow Cams Australia Pty Ltd 1 Griffith Street, Knoxfield VIC 3180

Tel: 03 9357 0469 Email: info@crowcams.com.au



CAMSHAFT SPECIFICATIONS

Part number: 1603-8 Cam Type: Hydraulic flat tappet

Adv ground on Cam: 2° LSA: 108° ICL: 106°

Inlet Lobe lift at TDC: .050" ECL: 110°

Valve Timing In opens: 1 BTDC Ex opens: 37 BBDC Duration: 214°

@ .050" In closes: 33 ABDC Ex closes: -3 ATDC Duration: 214°

Adv Valve Timing In opens: 34 BTDC Ex opens: 70 BBDC Duration: 280°

@ .006" In closes: 66 ABDC Ex closes: 30 ATDC Duration: 280°

In Lobe Lift (inch) 0.295 Ex Lobe Lift: 0.295 Rocker Ratio: 1.5

In Valve lift (inch) 0.442 Ex Valve lift: 0.442

These high performance components should be checked for suitability by the person installing them as engines of the same group can vary in valve length, spring installed height and collet grooves.

IT IS THE SOLE RESPONSIBILITY OF THE INSTALLER TO CHECK SUITABILITY.

Warning: (for any flat tappet cam installations)

Flat tappet cams require a careful run in procedure to reduce the risk of a failure during this critical time. Please read and follow the procedures on the back of this cam card and if unsure contact our technical department.

We do not guarantee pushrod lengths for any engine combination. This must be measured and the correct length pushrod fitted to suit your build. Failure to correctly set pre-load can cause failure of the cam and lifters and also result in noisy operation.

We also recommend you use our zinc additive ZDDP with your run in oil regardless of the brand oil you use. Please also add another bottle of zinc in with your first oil change.

Take special care that you have fitted a spring suitable for your specific application. Installed heights for springs vary greatly from standard spec especially as most older engines have had work done on them over their life. Many aftermarket heads do not have the correct spring fitted to suit a flat tappet cam. Please check this as it is a common cause of failure.

Do not run a flat tappet cam in with dual springs. Remove the inner spring to reduce the pressure and the risk of failure.