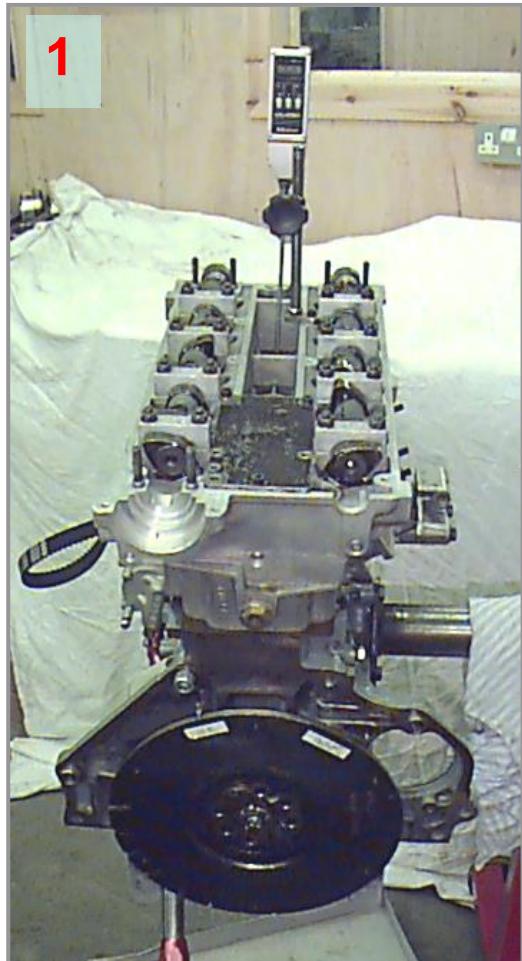


May 2018

Instructions for Vauxhall Cam Timing

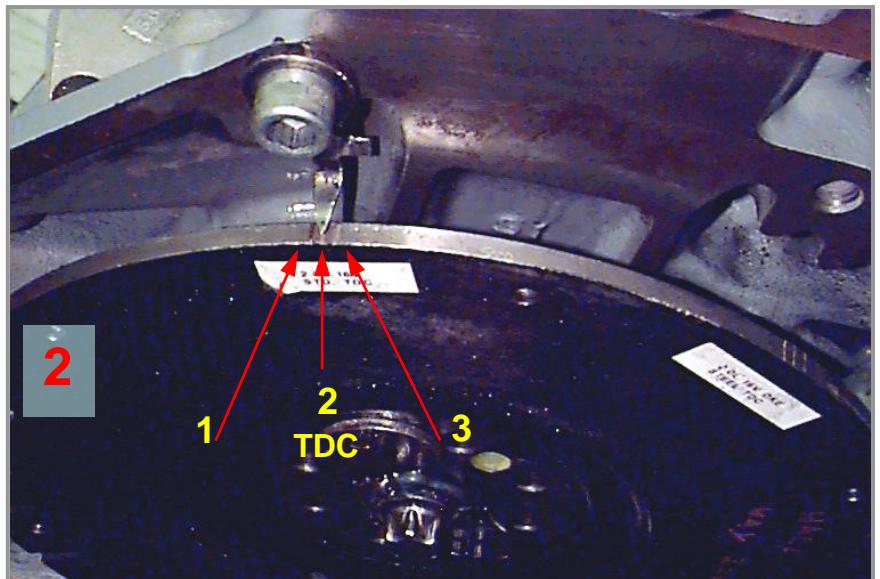
VERY IMPORTANT: MAKE SURE THAT PLENTY OF CAM LUBE IS USED THROUGHOUT THIS PROCESS OR DAMAGE COULD OCCUR.



Ensure the valves on no.1 & no. 4 cylinders are not open to avoid the pistons coming in contact with the valves & possibly bending them.

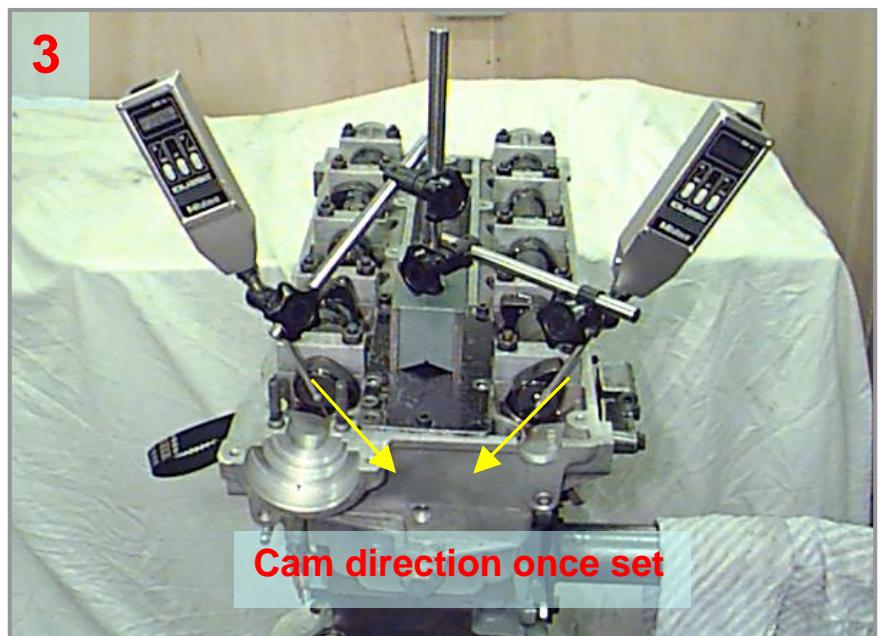
Place a dial gauge down on to no.1 piston and zero it at TDC. (Pic.1) **Once TDC is set, set pistons halfway down bore.**

NOTE - There is a dwell at TDC so actual TDC is in the middle of the dwell, which is where the reading is taken from. (Pic.2)

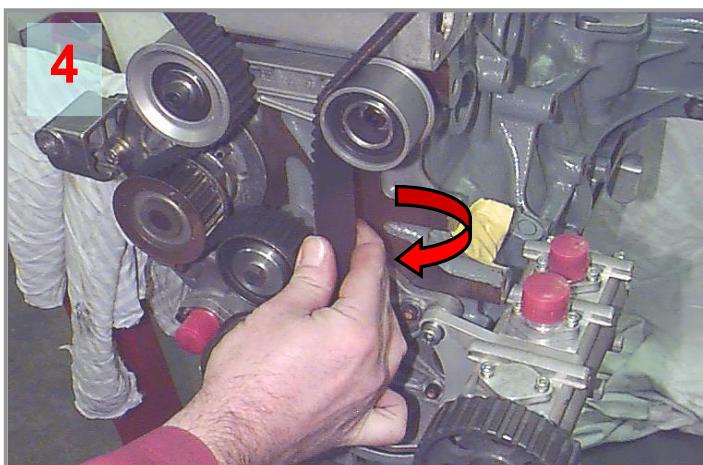


Place the dial gauges on to the followers making sure they don't catch on anything. Setting one cam at a time set the dial gauge to zero and then turn the camshafts to the recommended readings. (Pic.3)

When the cams are set the lobes on no.4 cylinder should be facing towards the centre of the engine.

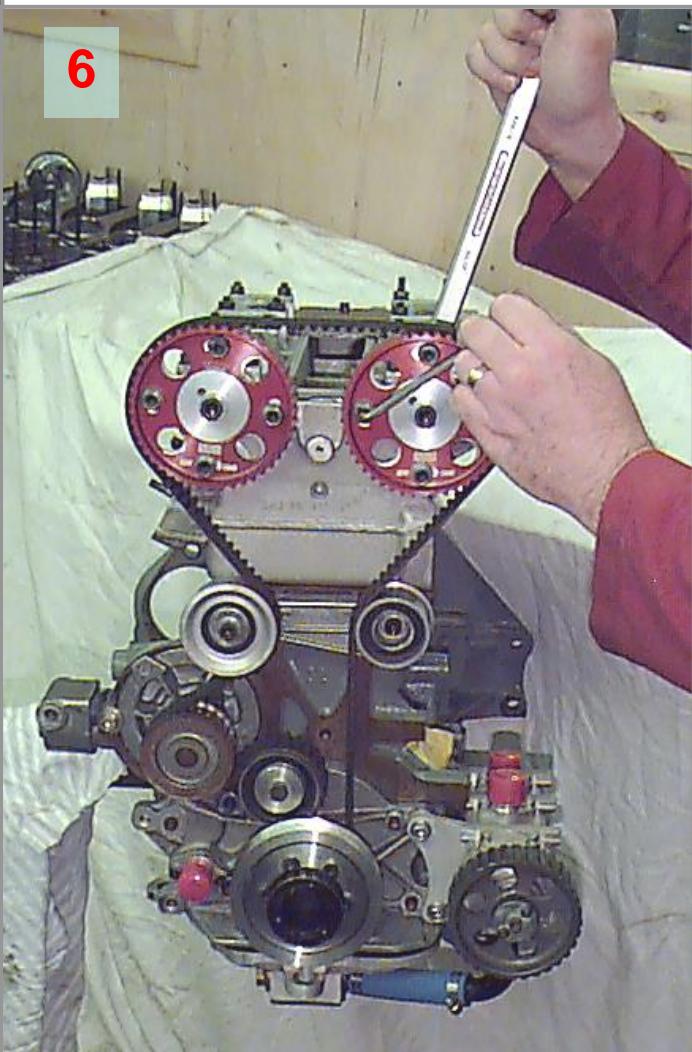
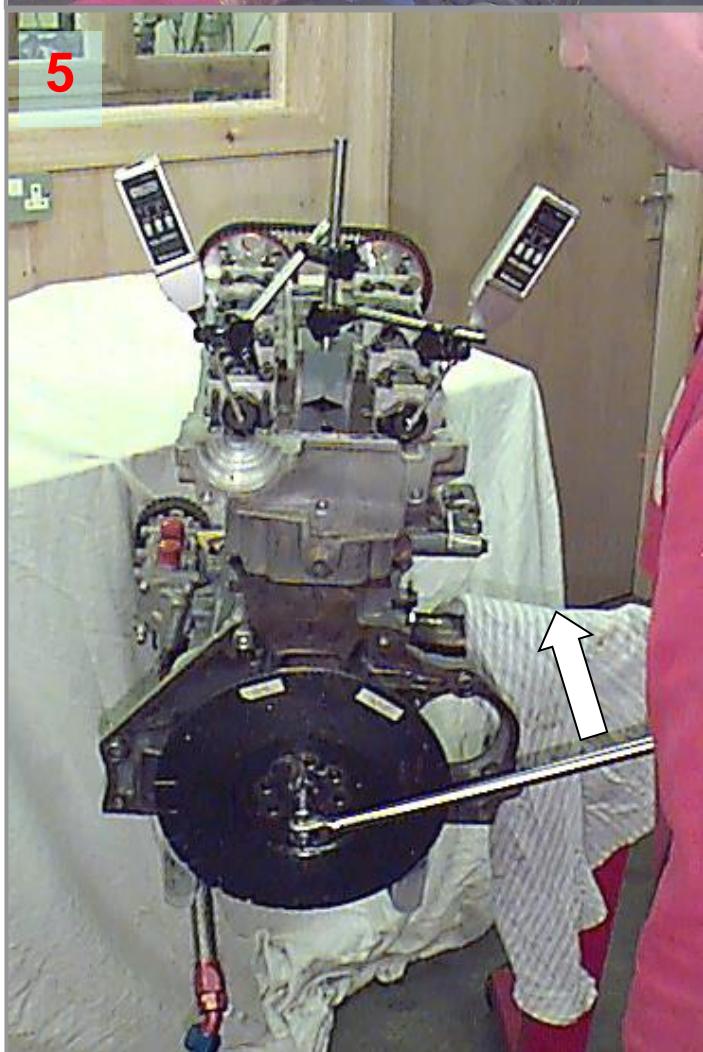


Cam direction once set



Once the cams have been set to the specified lift, set no. 1 piston back to TDC and put the belt on being careful that the cams do not turn.

The belt should be tensioned so that you can't quite turn it through 90 degrees on the longest stretch. (Pic.4)



Finally turn the engine over towards the EXHAUST and stop it dead on TDC, hold it there and check the reading. When you go to adjust the cams the engine may spring back a fraction but that is okay as long as it is only the crankshaft and not the cams. Simply correct by undoing the Vernier pulleys (one at a time) and nudging the cams around. Turn the engine over a few times and read again. Repeat as many times as required.

Please see separate instruction sheet for running in your new camshafts.



SBD Motorsport Ltd
Unit 15, Red Lion Business Park, Red Lion Road, Surbiton,
Surrey. KT6 7QD
Tel: 0208 391 0121
Website: www.sbdmotorsport.co.uk



SBDMotorsport



sbdevelopments