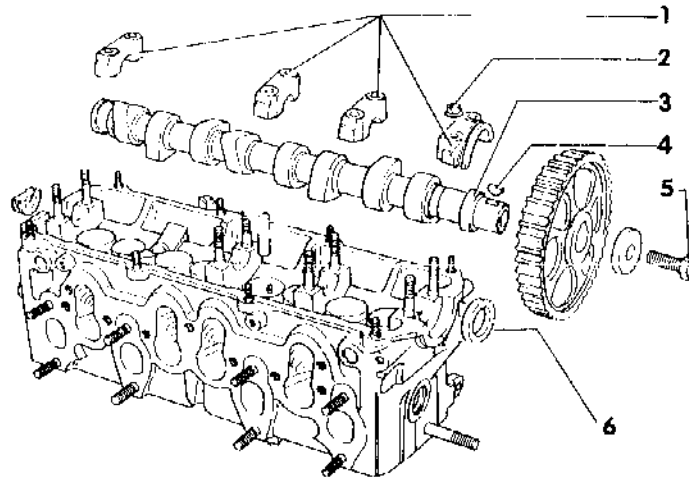


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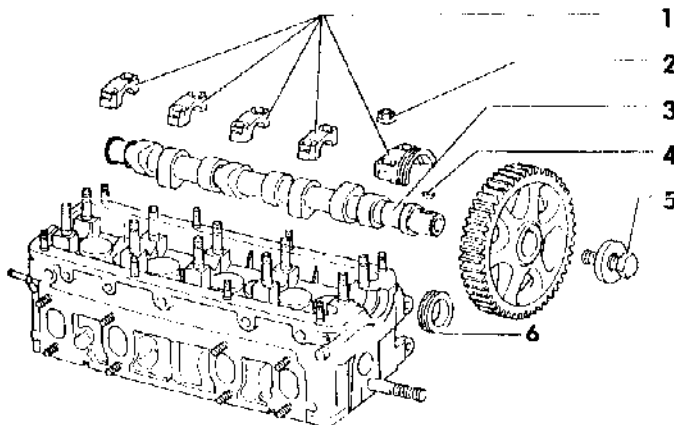
TECHNICAL BULLETIN

8V CAMSHAFT TIPS FOR ALL 1.8L AND 2.0L ENGINES



1.8L HYDRAULIC LIFTER ENGINES: 4-BEARING CAPS

1. Camshaft bearing cap. **NOTE:** Caps are off-set and numbered. **DO NOT MIX.**
2. Camshaft bearing cap nut: **TORQUE TO:** 15 ft lbs.
3. Camshaft.
4. Woodruff key.
5. Camshaft sprocket mounting bolt: **TORQUE TO:** 60 ft lbs.
6. Camshaft seal.



2.0L HYDRAULIC LIFTER & ALL SOLID LIFTER ENGINES: 5-BEARING CAPS

1. Camshaft bearing cap. **NOTE:** Caps are off-set and numbered. **DO NOT MIX.**
2. Camshaft bearing cap nut: **TORQUE TO:** 15 ft lbs.
3. Camshaft
4. Woodruff key.
5. Camshaft sprocket mounting bolt: **TORQUE TO:** 60 ft lbs.
6. Camshaft seal.

CONTINUED

BEARING CAP REMOVAL AND INSTALLATION

Starting at one end, loosen each cap nut one turn at a time. Then go back and start the sequence over and over until all the caps can be removed. Make sure cam rises evenly as caps are loosened. Follow the same sequence when installing the cam until all caps are snugged down. Then torque to final specifications. By loosening and tightening the caps slowly, removes the strain on the camshaft as uneven spring pressure can break a camshaft.

NOTE: Apply a cam-lube break-in lubricant to the cam lobes. Immediately after start-up, hold rpm's at 2000 for 20-minutes to break-in cam. Our "chillcast" iron billets are the best! The metallurgy in this process makes the *NEUSPEED* camshafts completely compatible with the stock lifters for long-life operation and no premature lobe failure. During assembly, and before installation of cam cover, liberally coat bearings and cam lobes with engine oil.

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