

Street Fighter

STREETFIGHTER CAMSHAFT SPECIFICATIONS

--- Holden / HSV / 2006-2015 ---

DESCRIPTION

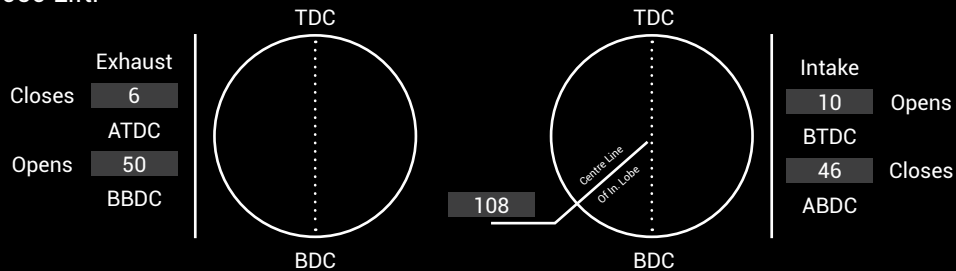
Part Number:	#SFVE3	Grind Number:	SFVE3
Engine Family:	LS 6.0 / 6.2		
Description:	3 Bolt / Non-AFM		
Cam Family:	Hydraulic Roller Camshaft		



SPECIFICATIONS

			INTAKE	EXHAUST
RPM Range:	2200 - 7200	Duration @ .006 Lift:	289	288
Valve Timing:	.006	Duration @ .050 Lift:	235	236
Lobe Separation:	110	Valve Lift:	.598	.597
Intake Centreline:	108	Lobe Lift:	.352	.351
Intake Lobe Lift @ TDC:	.079	Fuel Pump Lobe:	NA	

Valve Timing @ .050 Lift:



RECOMMENDED COMPONENTS

Component	Part Number	Installation Notes
3 Bolt Cam Gear / ARP Bolts	CSLS8	Must be used
Dual Valve Spring Kit	SFLS8	Includes: collets, retainers, seals
Chromoly Pushrods	SF7400	
Camshaft Fitting Kit	SFVECFK	Includes: gaskets, seals and balancer bolt
DOD Delete Kit (L76 / L77 Engines)	SFDODDELETE	Includes: lifters, guides, head gaskets, bolts, valley cover

Orders & Enquiries

For all orders and enquiries please contact our sales team:

orders@streetfighter.net.au / (08) 8299 9998
2 Dunorlan Road, Edwardstown SA 5039



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GETTING THE MOST FROM YOUR STREETFIGHTER CAM

FITTING THE CAM

1. Thoroughly clean camshaft including oil passages before fitting.
2. New StreetFighter lifters should always be fitted with a new camshaft. (Does not apply to roller cams) Warranty may be void if they are not StreetFighter lifters.
3. Coat the camshaft with a specified heavy duty assembly lubricant. Engine oil is not good enough. NOTE: For roller lifter, soak in engine oil for at least 30 min before assembly.
4. Check timing gears and timing chain for wear.
5. New high performance valve springs should be fitted with a high performance camshaft. 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 for immediate oil pressure at start up. Do not crank engine over to get oil pressure before starting, as it wipes off assembly-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.

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 TDC 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.

CHECKING LIFTER PRELOAD & ROCKER GEOMETRY

1. Rotate the engine to top dead centre on the firing stroke of the cylinder to be checked.
2. Hold the pushrod lightly and rotate it so that you can feel when the clearance has been taken out of the valvetrain. The rocker bolt/nut should turn a further $\frac{1}{4}$ to $\frac{3}{4}$ turn after the pushrod has pinched up to give the correct preload on the lifter. If the clearance is not taken up before the bolt tightens the clearance must be adjusted to obtain the correct preload. The checking of this preload and the subsequent adjustment is particularly important when fitting a modified cam which may have a reduced base circle diameter to accommodate increased valve lift (the nose of the lobe must be ground so that it does not protrude above the bearing journal preventing the camshaft from passing through the bearing). StreetFighter can supply special length pushrods for most engines. We can also supply lash caps for popular engines to enable correct lifter preload to be obtained.
3. To check rocker geometry, coat tip of valve with marking pen, turn engine over twice. The rub mark left by the rocker should be in the centre of the valve. Change length of pushrod until rocker rub mark is correct.

VALVE TRAIN INTERFERENCE

Turn engine until number 1 cylinder exhaust valve is at full lift. Depress valve a further 1.5mm to ensure there is no valve train interference. Some common causes are coil bind, retainer hitting guide or stem seal. Check rocker slot to ensure it does not foul on bolt or pedestal at full lift. Check rocker to ensure it does not foul on valve spring retainer. Check rockers for fouling on pushrod at front edge of pushrod cup on full lift.

HIGH VOLUME OIL PUMPS

The majority of popular engines have excellent standard oil pumps, driving a high volume pump is a waste of horsepower. We strongly advise against the use of high volume oil pumps with new camshafts. The additional load placed on the oil pump drive gears by a high volume pump is likely to cause premature gear failure. This problem is aggravated with the use of heavy weight racing oils.

WARRANTY POLICY & CLAIM PROCEDURE

StreetFighter warrants that products manufactured by it which, within 12 months of sale or 20,000km's of use, whichever occurs first, are found on examination by its representative defective in materials or workmanship and not from cause beyond the control of StreetFighter, will be replaced free of charge by StreetFighter. This warranty is in addition and subject to conditions and warranties prescribed by statute.

On occurrence of a problem contact should be made with StreetFighter to discuss the problem with a StreetFighter technical representative. If required the components should be returned by nominated freight to StreetFighter for inspection and report. No labour claim will be accepted without the prior approval of StreetFighter.

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