

2.0L XE camshaft fitting instructions

The new SBD 2.0L XE camshafts manufactured to our specification by Kent Cams will have been manufactured to suit your requirements when ordering.

Camshafts are oil fed from the front cam journal bearing, the oil then passes through the camshaft to lubricate each bearing. The inlet cam is always plugged at the rear in order to stop the oil leaking out and the front of the camshaft will be capped when you fit the cam pulley bolts, so please use Loctite 243 to prevent seepage down the threads. If you forget to do this, you will notice small oil smears around the front of the vernier pulleys or bolts retaining them. Most of our applications run a shortened exhaust camshaft and we will plug the end of the camshaft, the same at the inlet to ensure oil pressure is maintained.

Liberalily coat both the camshaft and cam followers with cam lube before installation (Only new cam followers must be used). Failure to do so can cause scuffing between the surfaces of the cam and cam followers which will result in premature wear.

Upon installation valve springs must be checked to ensure that coil binding does not exist at full lift. There must be a minimum clearance of .040" (1mm) between the centre coils. Please refer to information provided with the valve spring kit or contact us quoting the SBD part number and sales order number so we can give you the correct information relating to your kit.

Once the valve springs have been installed check both inner and outer springs for coil binding and ensure that the bottom face of the spring retaining cap does not contact the top of the valve guide or valve stem oil seal. Minimum clearance on full lift .060" (1.5mm). If this clearance cannot be achieved the top of the guides must be machined.

