

# C.O.M.E. CAMS

## STREETMASTER "DUAL PURPOSE" CAMSHAFT

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<b>GRIND #:</b>	HVH-682	<b>TYPE:</b>	Hydraulic (flat tappet)
<b>CAM LOBE LIFT</b>		<b>ADVERTISED DURATION</b>	
Intake:	.308"	Intake:	292°
Exhaust:	.308"	Exhaust:	292°

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### VALVE LIFT

1.5:1 Rocker Ratio	Int:	.462"	Exh:	.462"
1.6:1 Rocker Ratio	Int:	.493"	Exh:	.493"
1.7:1 Rocker Ratio	Int:	.524"	Exh:	.524"

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### DURATION @ .050"

Intake:	230°
Exhaust:	230°

### LOBE CENTRELINE

Intake:	105°
Exhaust:	115°

### VALVE LASH (HOT)

Intake:	Hydraulic
Exhaust:	Hydraulic

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### CAM TIMING @ .050"

Int Open:	10 btdc
Int Close:	39.8 abdc
Exh Open:	49.8 bbdc
Exh Close:	.3 atdc

### LOBE CENTRE SEPARATION: 110°

### VALVE SPRING PRESSURES

Seat:	115 lbs.
Open:	290 lbs.

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**INTAKE LOBE LIFT FOR #1 CYLINDER INTAKE LOBE**  
(use this specification for the most accurate camshaft degreeing)  
.077" @ TDC

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## CAMSHAFT RUN-IN

### READ CAREFULLY

1. Coat all lobes with cam lube supplied. Use only engine oil on cam bearing journals.
2. New lifters must be installed with this new camshaft. (even very low mileage lifters are absolutely *not* suitable!) Use cam lube on lifter bases.
3. We highly recommend you fit a new timing set. Only use chain and gear sets recommended by C.O.M.E. Racing.
4. Ensure the rest of the valve train (valves, rocker arms, pushrods, valve springs, etc) are in excellent condition. Use only valve springs with pressures as shown in the above specifications as a minimum.
5. Check valve to piston clearance, pushrod straightness, valve spring retainer to guide and/or seal clearance. Check for spring coil bind, check rocker arm slot for clearance on stud (Chev) or on fulcrum (Holden and Ford 6 & V8).
6. Install all components and set hydraulic lifter preload in Holden and Ford 6 & V8 engines. You must have between .020" and .045" on these engines, or one full turn preload (if in doubt, phone us). For engines with adjustable valve trains or fitted with roller rockers, turn rocker adjusting nut or Posi-lock till pushrod seats firmly in lifter, then turn 3/4 to one full turn down to preload lifter.
7. On all V8 and V6 engines before reinstalling intake manifold, change engine oil and filter (use only non-friction modified mineral oils 20w-50 grade. No synthetic oils are recommended for C.O.M.E. flat tappet camshafts). Pour fresh oil over new lifters and cam in valley. Now install manifold and all other ancillaries. Ensure sufficient oil, water, fuel, correct timing and computer hookup (on EFI engines).
8. Start engine! Turn idle speed screw to hold engine RPM at 2000 - 2500. Do not allow engine to idle for first 20 minutes running.
9. Readjust valves after 100 - 200 kms. Even hydraulic lifter preload may change during run-in. Don't assume hydraulic lifter camshafts need no periodic preload resetting. Replace oil and filter as the moly cam lube tends to plug oil filters.

By following these instructions you will achieve maximum satisfaction and life from your new C.O.M.E. Camshaft. For more detailed instructions, a **C.O.M.E. Cam Installation Video** is available. Call to order one.

**WARNING:** Camshaft warranty only valid when complete C.O.M.E. Cam and kit is properly installed as a unit. Warranty covers replacement of these C.O.M.E. components. No labour or additional parts are covered. This warranty will be void on products showing evidence of improper installation, abuse, lack of maintenance, negligence, alteration from original design or misapplication.

**NOTE:** We recommend Shell Helix Plus (15-50) oil for run-in and normal use with this camshaft.

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