

C.O.M.E. CAMS

STREETMASTER "HYDRAULIC ROLLER" CAMSHAFT

GRIND #: LSCH-246

TYPE: LS1 Hydraulic roller

CAM LOBE LIFT

ADVERTISED DURATION

Intake: .324"

Intake: 288

Exhaust: .324"

Exhaust: 291

VALVE LIFT

1.5:1 Rocker Ratio

Int:

Exh:

1.6:1 Rocker Ratio

Int:

Exh:

1.7:1 Rocker Ratio

Int: .550"

Exh: .550"

DURATION @ .050"

Intake: 224

Exhaust: 228

LOBE CENTRELINE

Intake: 108

Exhaust: 116

VALVE LASH (HOT)

Intake: hydraulic

Exhaust: hydraulic

CAM TIMING @ .050"

Int Open: 4.6

Int Close: 39.3

Exh Open: 50.8

Exh Close: 3.3

LOBE CENTRE SEPARATION: 112

VALVE SPRING PRESSURES

Seat: 120 lbs.

Open: 310 lbs.

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

CAMSHAFT RUN-IN

READ CAREFULLY

1. Coat all lobes with engine oil or TORCO MPZ. Use only engine oil on cam bearing journals.
2. Coat roller lifters with engine oil - both on body of lifters and roller wheels and axles.
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 or synthetic oils for engines which are already run-in). 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, hold at a fast idle until oil and water temperatures are at optimum levels for normal driving.
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 after several hundred km's running.

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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