

INSTRUCTIONS

915-99004

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CAM CORRECT S/B CHEVY

IMPORTANT: The installation of the idler system requires drilling and tapping in strategic areas of the block. Care must be taken in this process or damage can occur.

STEP 1: Remove oil pan, timing cover, cam gear and chain.

STEP 2: Clean block surface cam gear area. Carefully install drill template not to bend. Drill bushing out, cut away towards crank, locate on dowel pins. Secure template to block with the four 1/2 x 20 screws.

STEP 3: Drill two #7 holes in position "A" & "B" on template.. These holes will tap 1/4 x 20.

STEP 4: Drill one letter "F" hole in position "C" of the template. This will tap 5/16 x 18.

STEP 5: Drill one #25 hole in position "D" of the template. This will tap 10/24.

STEP 6: Remove template being careful not to bend.

TAPPING INSTRUCTIONS:

Follow steps 2, 3, 4, 5 with tap fixture installed. In all tapping procedures, use cutting oil and make sure taps cut straight. After the tap is started, back tap out to break chips. This should be done often.

STEP 7: Tap the two #7 holes on position "A" & "B" on block 1/4 x 20.

STEP 8: Grind or spot face with counter bore and 1/4 pilot. You may adjust depth to even shoe with chain. Tap the one 5/16 hole in position "C" on block following tapping instructions. Grind or spot face with counter bore and 5/16 pilot.

STEP 9: Tap #10/24 hole in position "D" on block following tapping instructions. Clearance the block on movable shoe not to let shoe hit block side.

STEP 10: Thoroughly clean oil and chips out of tapped holes. You are now ready to install your new product.

STEP 11: Reinstall cam gear, with new chain and secure.

STEP 12: Center and install stationary shoe, spaces side down or up to align with chain using spacers or shims after grinding flat or spot facing on position "A" & "B" using the 1/4 x 2-3/4 bolts. Secure these bolts with Loctite Blue or Hylomer.

STEP 13: Install moveable shoe by using pivot bolt with 5/16 AN washer or in some cases 2 stainless thin washers.

STEP 14: Provided in the kit are two #10 x 24 allen set screws pre-assembly only. You will start with the longest screw. Install in position "D" on block with NO Loctite. Set screw must be flush with block.

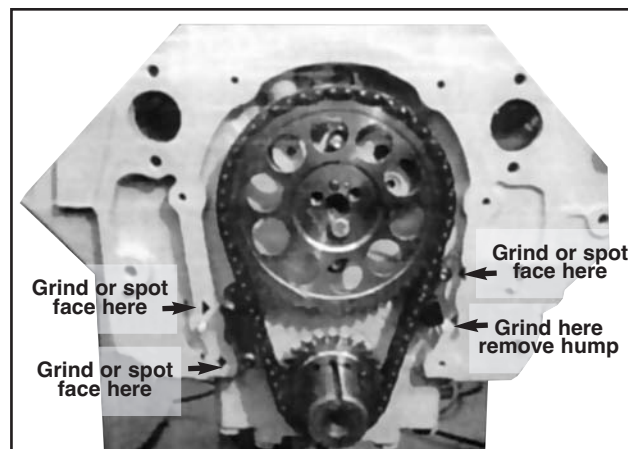
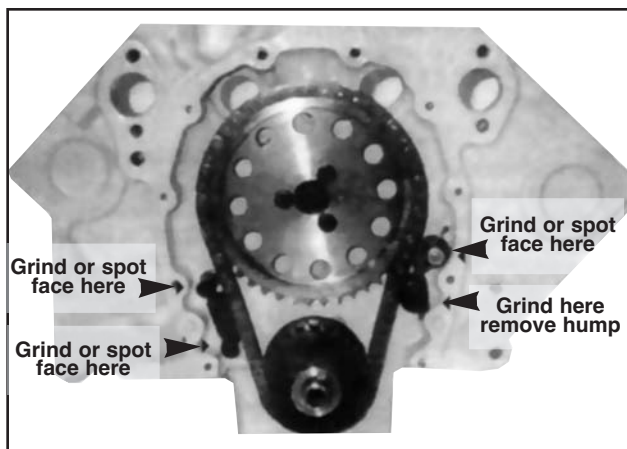
STEP 15: You are now ready to install the recoil spring in position "D". Install spring with 90° tab towards "D" hole in block with recoil spring winding around dowel in position "C", on block with opposing tab of spring on outside of movable shoe. Grasp opposing tab of spring, winding towards back of movable shoe. You may grind 90° tab shorter to fit into screw.

IMPORTANT: You will now check the recoil part of spring to see if it is located towards block all the way square, also noting the 90° tab in position "D", not in a bind. If this procedure is complete, remove the spring and the 10/24 allen set screw from position "D". Re-install set screw with Hylomar and then you are ready to reinstall spring. Use the #6/32 screw and washer to secure spring to dowel.

NOTE: If recoil spring binding from position "D" on block or not seated on dowel, use the next shortest allen set screw in order and re-check. Don't forget on final assembly to seal this threaded hole - position "D" with Hylomer. You are now ready to race with cam positive with in a 1/2" timing. After Step 15, you may install a used chain to locate maximum stretch you desire with your new product by scribing mark on block. To achieve variable valve timing advancing retarding cam use .008 longer chain or line bore block.

STEP 16: Re-install timing cover and pan.

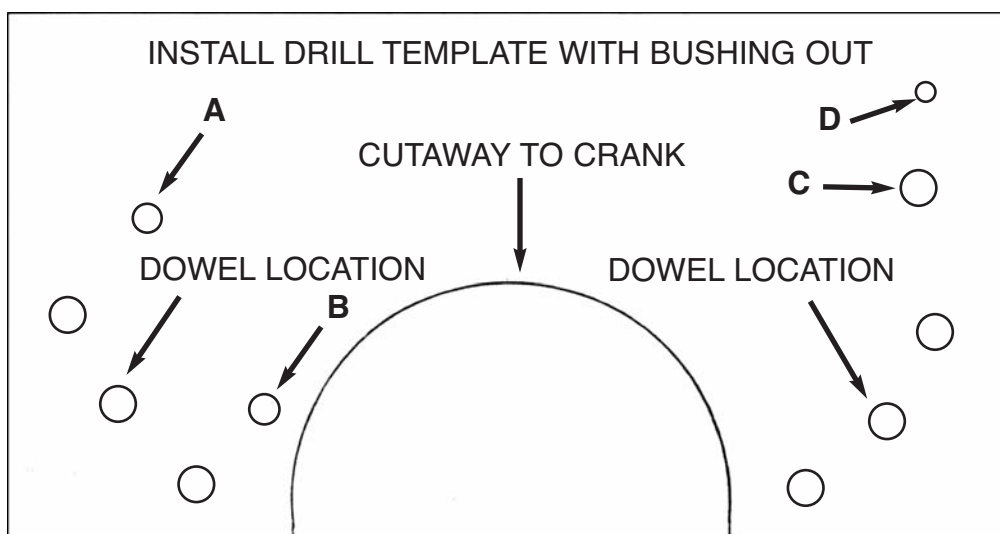
IMPORTANT: We recommend the change of the movable shoe and spring with a maziumu of .125 wear on shoe. Also, you must check your stationary shoe for excessive wear. Replacce as necessary.



CAM CORRECT

TEMPLATE EXPLANATION AND PARTS LIST

1 - Drill Template	1 - Spring	1 - 6/32 Screw
1 - Stationary Shoe	2 - 1/4-20 x 3/4	1 - 6/32 Washer
1 - Moveable Shoe	2 - 10-24 Allen sets	2 - 1/4 Spacers
1 - Pivot Bolt	1 - 5/16 AN Washer	



IMPORTANT

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