

**AERA/AERSCO**  
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<b>TECHNICAL BULLETIN</b>		Mfg:
	<b>February 1991</b>	Model:
	<b>TB 746</b>	Liter:
		V I N:
		Year:

**Camshaft Substitution Caution**

AERA member machine shops should pay particular attention to the following areas of the engine's valve train, cylinder head and cylinder block when substituting an "RV" or "High Energy" or "Performance" camshaft in favor of the standard replacement component.

Check for interference between the camshaft lobes and the counterweights and rod throws of the crankshaft. In some cases an aggressively ground camshaft's lobe(s) will contact the crankshaft or even the connecting rods. There should be adequate clearance (.060") between the components to permit unencumbered rotation.

With the valve train in place and the lifter positioned at the top of the camshaft lobe, check the clearance between the coils of the valve springs. There should be more than .060" of an air gap between each of the spring coils.

At the same time, be sure that there is ample clearance between the valve spring retainer and the top of the valve guide. If the valve requires a valve stem seal atop the valve guide, consider the amount of clearance that is required for the seal as well.

The AERA Technical Committee

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<b>Reference:</b>	
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