

E-Z Bore Camshaft Tech Gauge

Note: this tool is designed to check intake valve running lift profile (Running lift readings, represent camshaft lobe profile with valve lash)

Because stock intake lobes are required to have a maximum lift, along with e-z spin lift and duration. This tool will determine if there is suspicion of a non-stock camshaft. Final determination should be performed with cylinder head removed and zero lash as per tech manual.

With a little practice this check can be performed in minutes as a post qualifying or race inspection!



Instructions:

1. Remove spark plug and temperature leads. Rotate crankshaft to ensure that the engine is on top dead center (Both valves closed and the piston at the top of bore)

2. With the dial indicator facing the front of engine (Parallel, with front of lower cover) carefully feed indicator tip through spark plug hole. Loosen thumb screw on spark plug base for tool and screw into spark plug hole until o-ring seats at head (Should only require approximately 3 revolutions)

3. Lower dial indicator to preload for .200 travel and lock thumb screw with needle near 12 o'clock position. Zero dial face.

4. Rotate engine (direction of normal operation) until needle moves from its zero reading. Continue rotation until maximum lift is achieved. (Approximately .225 to .232 and stop) Any readings above this with valve lash would represent a possible non-stock camshaft profile.



5. Continue rotating the engine and now the dial indicator will be showing the closing side of camshaft lobe. After indicator falls approx .200 travel there will be an area where the needle holds at approximately .009 to .013 lift. This will represent the e-z spin area of a stock camshaft profile. Absence of this pause during closing would also represent the possibility of a non-stock profile camshaft.

6. Please note: if suspicion is present, final determination needs to be performed as per camshaft profile requirements for your sanctioning organization.