

# centerline products

## HIGH-LIFT PERFORMANCE CAMSHAFTS

Occasionally a high-lift (11MM + lift) cam-lobe nose will interfere with the cam-follower bore. We've noted this mostly on late 1750 and early 2000 engines (1971-74). This is because Alfa isn't always consistent with how the cam-bore chamfer is cut. Also, there are some differences in lobe spacing and lobe width on original Alfa cam forging, which our cams are cut from. This can result in the cam-lobe centers being off center to the cam-follower bore and the lobe will hit the bore on one side.

There are two solutions; either is quite acceptable from a mechanical and functional standpoint.

- 1) Relieve the cam-follower bore to permit the cam-lobe nose to clear the edge of the follower bore. Mark the contact area and remove enough material from the head until the cam passes cleanly. Usually a few thousandths of an inch clearance is sufficient. This is a common practice when building race engines and is quite acceptable. This method is probably the safest.
- 2) Grind/file the edge of the cam lobe to obtain clearance. Remove enough material from the sides of the cam lobe, near the top of the lobe, for clearance. BE SURE not to scratch the working surface of the cam lobe. De-burr the ground edge with wet/dry abrasive paper.

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