

Custom camshafts / Regrinds

Lobe separation shows angular displacement of intake to exhaust.	Lobe lift is the maximum lift point on the cam lobe. Not factored with a rocker ratio.	Duration is checked at seven different positions	Opening and closing velocity speeds are checked at three positions over a 30° cam and 60° crank movement to insure accurate lobe comparison data.	Average foot is the contact pattern of the lobe on the lifter surface.	Lobe area is derived from duration and lift. Used for comparison.
DURATION AT LIFT					
LC:106	LIFT	005 010 020 050 100 200 300	VELOCITY/SPEED		
INT	0.337	339 306 273 234 196 138 71	OPEN SPEED	CLOSE SPEED	FOOT AREA
EXH	0.342	344 310 279 240 203 142 85	570/733/721	498/640/666	0.780 26.93
			592/740/728	501/645/670	0.800 28.06

CROWER COMPUTERIZED LOBE ANALYSIS

CUSTOM CAMSHAFTS

Crower has a variety of custom cam cores and cam options available to choose from. Please contact a Crower cam technician for further information on the following:

Part No.	Description
00000	Custom - Solid/Flat Tappet Camshaft
00001	Custom - Hydraulic Tappet Camshaft
00002	Custom - 8620 Steel Billet Roller Tappet Camshaft
00003	Custom - 8620 Steel Billet Roller Tappet Camshaft (low volume)
00004	Custom - Volkswagen Camshaft
00005	Custom - Mushroom Tappet Camshaft
00006	Custom - Harris Runner Billet Roller Tappet Camshaft
00007	Custom - Cast Iron Hydraulic or Solid/Flat Tappet Camshaft
00014	Custom - Gun Drilled Cam Core Option (SB Chevrolet)
00015	Custom - Gun Drilled Cam Core Option (BB Chevrolet)
00033	Custom - 8620 Steel Billet Hardface Solid/Flat Tappet Camshaft
00044	Custom - INRAD (Inverse Radius) Roller Tappet Camshaft (MIR)
00045	Custom - INRAD (Inverse Radius) Roller Tappet Camshaft (SIR)
00050	Custom - 8620 Steel Billet Roller Tappet Camshaft w/Cast Iron Gear

Note: Contact Crower for pricing and availability.

LOW VOLUME SEMI CORES

Crower has cam cores available for these applications:

FOREIGN

Acura/Honda B18A/B DOHC non VTEC
 Acura/Honda K20A2 DOHC VTEC
 Acura/Honda B series DOHC VTEC
 Acura/Honda H22 DOHC VTEC
 Acura/Honda H23 DOHC non VTEC
 Acura/Honda D16Z6 & D16Y8 SOHC VTEC
 Acura/Honda D17A2 SOHC VTEC
 BMW 6 cyl. 1972-80
 Holden V8 (all appl.)
 Mitsubishi/DSM 4G63
 Mitsubishi Evolution
 Mitsubishi/DSM 420A
 Nissan SR20DE (DOHC)
 Nissan "L" Series 16, 18, 20 4 cyl. 1969-80 (drilled for oil)
 Nissan "Z" Series 240, 260, 280 6 cyl. 1977-80 (drilled for oil)
 Subaru EJ205 (DOHC) - Quad Cam
 Toyota Supra 2JZ (1994-98)
 Toyota 1ZZ (DOHC)
 Toyota 3TC 4 cylinder
 Volvo B-18, B-20 4 cyl.
 VW 4 cyl. Type 2 & 4 Air Cooled 411, 914
 VW Rabbit, Scirocco, Jetta, Dasher, 1.5, 1.6, 1.7, 1.8 4 cyl. (gas)

DOMESTICS

Chevrolet/GM Ecotec 2.2L
 Chevrolet 164 Corvaire Flat 6 cyl. 1964-69 (std. rot.)
 Chevrolet 164 Corvaire Flat 6 cyl. 1964-69 (rev. rot.)
 Dodge Neon (DOHC) & SRT-4
 Dodge 170, 198, 225 Inline 6 cyl. 1960-75
 Dodge 2.2L, 2.5L 4 cyl.
 Ford Focus 2.0L Zetec
 Ford 2.3L Duratec
 Ford & Cortina 1600 cc 4 cyl.
 Ford Flathead 239 V8 1948 (no nose)
 Ford Flathead 239 V8 1949-53 (long nose)
 Pontiac 151 4 cyl. Iron Duke w/3 main journals, 2 gears (flat tappet)
 Pontiac 151 4 cyl. Iron Duke w/3 main journals, 2 gears (roller tappet)

CAMSHAFT REGRINDS

If you're lacking performance, send Crower your used or damaged camshaft for complete lobe analysis and regrinding or repair. Cams will be straightened and then checked-out (sample shown above) to establish original specs. A Crower technician will analyze all of the data and, based on your performance parameters, regrind your cam to desired specs.

Description	Duration
#1 TOURING PROFILE (250F) (Solid Lifter) Improves entire rpm range from 1000 to 6000. Smooth idle. Stock applications with no more than 10.5:1 compression.	250°
#2 RALLY SPORT PROFILE (264F) (Solid Lifter) Slight lobe at idle. Improves rpm range from 1500 to 6500. Greatly improves high gear acceleration for passing and hills.	264°
#3 SLALOM/AUTOCROSS PROFILE (270F) (Solid Lifter) Slight lobe at idle, but smooth into the throttle. Improves rpm range from 2000 to 6700 plus. More power for passing and hills.	270°
#4 CLUB RACER PROFILE (284F) (Solid Lifter) Racy lobe at idle. Extends rpm range from 2500 to 6500 with redline at 7100 plus. Increased compression, valve pocketing in combustion chamber and added carburetion will enhance total power.	284°

#5 COMPETITION PROFILE (290F)

(Solid Lifter) Race only. Very rough idle, especially with added carburetion. Higher compression pistons or head milling advised as peak horsepower develops in 5500 to 6500 rpm range.

#6 ROAD RACING PROFILE (304F)

(Solid Lifter) Race only. Requires extensive modifications like 13:1 compression, grouped exhaust system, individual carburetion, inlet valve pocketing and engine balance. Rpm range from 4500 to 8000.

Note: Lift figures are not provided because of the variety of rocker ratios from engine to engine.

AVAILABLE REGRINDS

Part No.	Description
65000	Regrind - Hydraulic or Solid (any popular engine make)
65001	Regrind - Roller (any popular engine make)
65002	Regrind - Tractor (gas or diesel)
65003	Regrind - VW (single pattern)
65004	Regrind - VW (dual pattern)
65006	Regrind - Special Order Application (low volume)
65007	Regrind - INRAD Roller or Solid (low volume)
65008	Regrind - Hardface with 180° weld (low volume)
65009	Regrind - Hardface with 360° weld (low volume)
65010	Regrind - Custom Order
65014	Regrind - 4 cyl Twin Cam
65016	Regrind - 6 cyl Twin Cam
65020	Regrind - VTEC DOHC (B series, H22, etc...)
65021	Regrind - VTEC SOHC (D series)