

Camshaft Accessories



ADVANCE & RETARD CAMSHAFT BUSHINGS

Using Crower camshaft bushings is the easy way to "tune" your camshaft timing. You'll receive five advance or retard bushings that are individually stamped to display amounts advance/retard in cam degrees (0°, 1°, 2°, 3°, 4°). Features a shouldered lip that retains the bushing and eliminates fallout.

| Part No. | Description |
|----------|---|
| 72000 | CHEVROLET 0° (1 only) |
| 72001 | CHEVROLET 1° (1 only) |
| 72002 | CHEVROLET 2° (1 only) |
| 72003 | CHEVROLET 3° (1 only) |
| 72004 | CHEVROLET 4° (1 only) |
| 72005 | CHEVROLET BUSHING KIT 0°-4°(set/5) |
| 72007 | DODGE Hemi 5.7 & 6.1 2° |
| 72008 | DODGE Hemi 5.7 & 6.1 4° |
| 72009 | DODGE Hemi 5.7 & 6.1 6° |
| 72011 | FORD 289-460 V8 (set/4 - 1° not included) |

Note: Ford kits come with special dowel pin.



LIGHTWEIGHT FUEL PUMP PUSHROD

The Crower fuel pump pushrod is manufactured from lightweight steel tubing that is heat-treated for added strength. The bronze tip insures proper surface mating with the fuel pump eccentric lobe on 8620 steel billet camshafts. This surface compatibility eliminates the wear problems associated with stock designs. For cast iron hydraulic and solid cams we offer a lightweight model with a steel tip at each end to protect against wear.

| Part No. | Description |
|----------|---|
| 76200 | CHEVROLET 262-454 V8 (8620 steel cams) |
| 76201 | CHEVROLET 262-454 V8 (cast iron cams) |
| 76202 | CHEVROLET 90° V6 (8620 steel billet cams) |



CAM THRUST PLUGS

Roller cam lobes are ground flat, without the taper found in hydraulic and solid lobes. The cam thrust plug sits between the front of the timing gear and the back of the front cover and prevents forward cam travel and ignition flutter in roller grinds. Available in choice of two styles: phenolic (non-galling material) or fully rollerized for reduced friction.

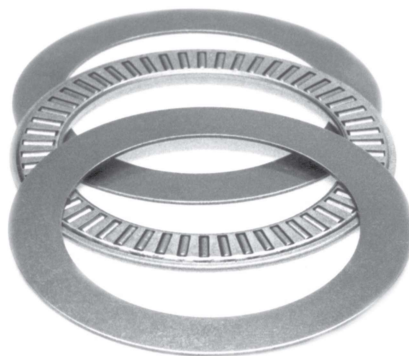
| Part No. | Description | Style |
|----------|--------------------------------|------------|
| 86085 | CHEVROLET 262-400 V8 | Solid |
| 86086 | CHEVROLET 396-454 V8 | Solid |
| 86087 | MOPAR 426 Hemi V8 | Solid |
| 86089 | CHEVROLET 262-400 V8 | Rollerized |
| 86090 | CHEVROLET 396-454 V8 | Rollerized |
| 86091 | MOPAR "B" | Rollerized |
| 86099 | CHEVROLET 262-400 (Late Model) | |



CAMSHAFT BOLTS

Crower ultra-lock cam bolts are special "grade 8" tempered steel aircraft bolts that feature nylock inserts for positive holding. Their unique design eliminates the possibility of loose bolts in both the sprockets and the gears.

| Part No. | Description |
|----------|----------------------------------|
| 86060-3 | CHEVY V8 5/16 (set/3) Ultra-Lock |
| 86053-2 | FORD 4.6L/5.4L 2 valve/4valve |
| 86057-1 | FORD 351C |
| 86059-3 | VW - Air Cooled (set/3) |
| 86063-2 | HONDA B18C |

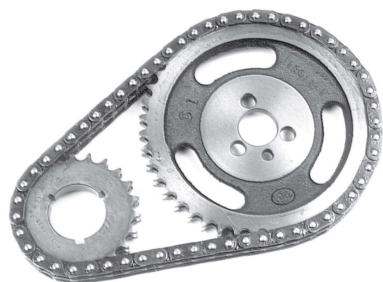


CAM GEAR & BLOCK PROTECTOR KIT

Friction reducing needle bearing design eliminates the cam gear from scuffing or galling your block face. Back of cam timing gear must be machined. Machining specs included. See Timing Gear Kits for pre-machined, race-ready applications.

| Part No. | Description |
|----------|--|
| 76400 | CHEVROLET 90° V6 & 262-400 V8 |
| 76401 | CHEVROLET 396-454 V8 |
| 76410 | CHEVROLET V8 Captive Assembly (Oversize) |

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CLOYES TIMING GEAR SETS

Crower offers Cloyes Timing Chains. The high performance Cloyes True roller chain is intended for high performance racing applications. Comes with three position bottom crank sprocket keyway and extra tough billet steel gears.

CLOYES TRUE ROLLER

| Part No. | Description |
|----------|---------------------------------|
| 76555 | AMC 4 cyl (2.5L), 6 cyl (4.0L) |
| 76501 | CHEVROLET 262-400 V8 and 90° V6 |
| 76504 | CHEVROLET LT1 V8 '94-'97 |
| 76513 | CHEVROLET 262-400 V8 1985-up |
| 76511 | CHEVROLET 396-454 V8 1965-up |
| 76527 | FORD 351C, Windsor Standard H/O |
| 76533 | FORD 429-460 V8 '68-'71 |

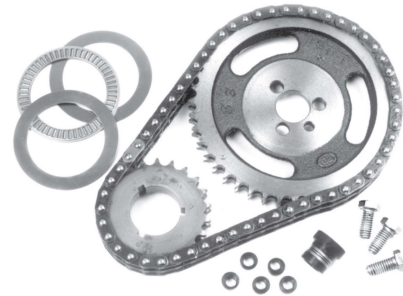


CLOYES HEX-A-JUST TIMING GEAR SETS

Crower offers Cloyes patented timing adjustment system for precise installation without machining or fumbling with a variety of offset bushings. Simply dial in the timing and lock the gear in place.

| Part No. | Description |
|----------|---------------------------------|
| 76801 | CHEVROLET 262-400 V8 and 90° V6 |
| 76813 | CHEVROLET 262-400 V8 '85-up |
| 76806 | CHEVROLET 262-400 "Rocket" |
| 76813 | CHEVROLET 262-400 (LT1) V8 & V6 |
| 76814 | CHEVROLET LS1 & LS2 |
| 76811 | CHEVROLET 396-454 V8 '65-up |
| 76857 | DODGE 5.7 Hemi W/Tensioner |

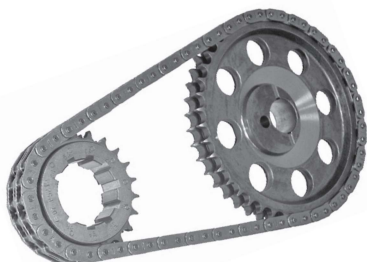
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CLOYES TIMING GEAR KITS

Includes rollerized cam thrust plug, rollerized cam gear and block protector kit, advance and retard camshaft bushings and specially machined Cloyes True timing chain set. The ultimate setup for precision cam timing and block protection.

| Part No. | Description |
|----------|--------------------------|
| 76501K | CHEVROLET 200-229 90° V6 |
| 76501K | CHEVROLET 262-400 V8 |
| 76511K | CHEVROLET 396-454 V8 |



All New

CLOYES RACE BILLET TRUE® ROLLER TIMING SETS

Cloyes Race Billet True Roller Timing sets provide race-ready performance!

These sets feature sprockets machined from premium billet steel on state-of-the-art CNC equipment to ensure the highest quality and consistency. Sprockets are induction-hardened and oil-quenched by our in-house, multi-stage heat treat process. O-ring seal and timing cover bolts included. Accepts OEM style timing cover gasket and crankshaft seal. Sets include a Cloyes Premium True Roller chain, which features full roller action and superior strength. Side plates are cut and shaved from high-strength steel and are heat-treated for maximum fatigue resistance. The .250-inch rollers are cold-rolled and hardened to exacting standards, increasing load and rpm capabilities.

PREMIUM BILLET DOUBLE ROLLER SETS

| Part No. | Description |
|----------|---|
| 76898 | BUICK, 215,231,300,340,350 |
| 76890 | CHEVROLET SB 1955-1986 |
| 76891 | CHEVROLET 1955-1998 BIG BLOCK 396, 400, 402, 427, 455 |
| 76895 | FORD 351C 351M 400M |
| 76892 | FORD 221-351W STD 351W HO |
| 76896 | FORD 428-427 |
| 76897 | FORD 429-460 |
| 76893 | MOPAR BIG BLOCK 3 BOLT |
| 76899 | OLDS V8 260F-330-350-400-403-425-455 |
| 76894 | PONTIAC V8 287-455 |



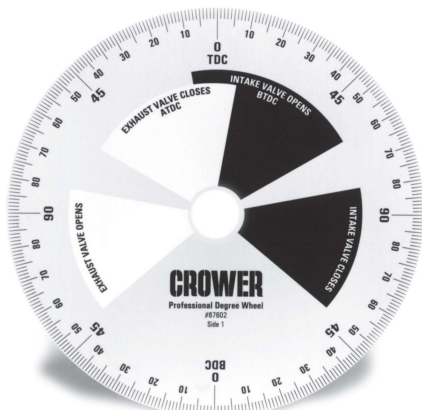
PRECISION CAMSHAFT GEAR DRIVES

Made from lightweight aluminum alloy, the Shaver-Wesmar gear drive is designed to provide accurate, consistent cam timing under the toughest racing conditions. Features gears precision cut from 8620 steel with 20° pressure angle, a crack resistant steel idler gear support, Torrington bearings and a tough black oxide finish. Quick and easy installation without any machine work required. The absolute highest quality available. Fully adjustable.

| Part No. | Description |
|----------|----------------------|
| 76600 | CHEVROLET 262-400 V8 |

Note: Fits most small block Chevrolet applications. Call for details.

Camshaft Accessories



PROFESSIONAL DEGREE WHEEL

Crower's new professional degree wheel features a large 11" diameter surface made from rugged .040" gauge aluminum. The unique, easy to read surface was designed by engine builders for engine builders.

| Part No. | Description |
|----------|-------------------------------|
| 87602 | Degree Wheel and Instructions |

DEGREE KIT

Crower's degreing kit contains all the components necessary for achieving optimum valve timing when installing your cam. Our kit includes a 7" degree wheel with 7/16 mounting hole, pointer, 1" travel dial indicator, indicator stand, magnetic base, TDC bolt stop and checking springs.

| Part No. | Description |
|----------|-----------------------------------|
| 87601 | Degree Wheel Kit and Instructions |

ASSEMBLY PRELUBE

Crower's assembly prelube is formulated especially for prelubrication of cam lobes and lifter surfaces (hydraulic and solid) prior to engine oil circulation. The petroleum based compound increases the load carrying capacity of the engine oil during break-in to prevent scuffing and galling. Includes special additives that withstand the extreme pressures exerted on cams and lifters. Also recommended for use on valve stems, rocker arms and pushrod tips.



DISTRIBUTOR GEARS

Made from premium aluminum bronze alloy, these precision machined gears are highly recommended for performance cam applications and are mandatory when running 8620 steel billet roller camshafts.

| Part No. | Description | Shaft Dia. |
|----------|-----------------------------------|------------|
| 76000 | CHEVROLET V8 & 90° V6 (Accel BE1) | .491" |
| 76001 | CHEVROLET V8 & 90° V6 | .500" |
| 76001 | CHEVROLET V8 & 90° V6 (Accel) | .500" |
| 76002 | CHEVROLET V8 & 90° V6 | .427" |
| 76006 | CHEVY II & CHEVY 4 & 6 cyl. | .491" |
| 76010 | DONOVAN V8 | .484" |
| 76013 | FORD 351C-400, Boss 351, 429-460 | .530" |
| 76015 | FORD SVO 302-351W V8 | .530" |
| 76016 | FORD 351C-400, Boss 351, 429-460 | .500" |
| 76016 | FORD 352-428 V8 | .500" |
| 76018 | FORD 289-302 & Boss 302 V8 | .467" |
| 76020 | FORD 352-428 V8 | .467" |
| 76030 | OLDSMOBILE V8 | .491" |
| 76040 | MOPAR "B", 426 Hemi V8 | .484" |
| 76010 | MOPAR "LA" V8 | .484" |
| 76060 | PONTIAC V8 | .489" |
| 76061 | PONTIAC 4 cyl. 151 (77-78) | .491" |
| 76100 | CHEVROLET V8 Reverse Rotation | .491" |

Warning: If 8620 steel billet cam core, bronze gear is mandatory. If cast iron cam or cast iron gear, Crower recommends factory gear.

Crower does not recommend high volume oil pumps when running aluminum/bronze distributor gears.

| Part No. | Description |
|----------|--------------------------------|
| 86093L | Cam & Lifter Prelube (.59 oz.) |