

Crower Cams & Equipment

by Kerry Novak

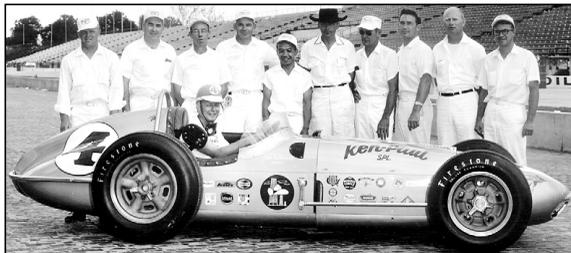
Crower Cams & Equipment Co. is a leading manufacturer of American-made hard-core racing products. Crower President Bruce Crower began with a one-man, part-time operation more than 50 years ago, making engine parts primarily for himself and his hot rod buddies, and the company has evolved into a multimillion-dollar, multifaceted manufacturing operation that produces high-performance engine equipment for a variety of applications.

In 1949, Crower closed his first successful speed shop in Arizona. Following his parents to San Diego, he quickly landed a job as a machinist at Paul Schiefer Clutches. When Chrysler introduced its OHV Hemi, Crower quickly realized the Hemi's potential, and in 1954, he posted a record run, 157 mph, at the Bonneville Salt Flats behind the wheel of his Hemi-powered Hudson, which had the first top-mounted GMC blower. That blower, which Crower developed, was the beginning of the U-Fab intake-manifold kit.

With the U-Fab enjoying such huge success and other merchants following his lead, Crower and his friends began thinking about making dragsters faster. Always innovatively thinking, he combined a dual-disc clutch from a Fiat with the technology of a Schiefer clutch, and the CrowerGlide centrifugal clutch became the most popular overnight success in drag racing. The clutch is now used in many Top Alcohol and Pro Mod entries, and tractor-pulling teams have fallen in love with its extremely easy adjustment and durability, making it a must-have for serious racers.



This is Crower Cams' complete valvetrain. Company engineers have the ability to transform ideas into reality within hours of conception.



Bruce Crower, third from right, was a member of Jim Rathmann's 1960 Indianapolis 500-winning crew, which included Henry "Smokey" Yunick.

for every type of application, and its parts catalog features more than 120 pages of grinds to fit any engine. From flat tappets to rollers, imports to Top Fuel, Crower engineers can design a camshaft to suit any racing application, and the company also offers complete cam kits to match grinds.

As racers found ways to make more power, Crower and his inventive team designed new parts to keep engines winning races. He was building and racing Indy cars with stock blocks when, after a few explosions, he decided to build connecting rods.

Such a move was a simple one for someone who understands racers' needs, and that holds true today with the company using the latest in CAD/CAM and Finite Element Analysis software. Ideas translate into reality within hours of conception, which helps tremendously in research and development. The revolutionary Radial Beam Technology design enables Crower engineers to deliver unsurpassed beam support while reducing overall weight for greater throttle response. Crower can build anything an NHRA Pro Stock or Super Stock racer wants.

The introduction of Crower crankshafts also came from Crower's Indy car endeavor. To keep his ideas secret, he was forced to produce crankshafts, which are a work of art. The company's facility is like no other in the industry, using massive state-of-the-art CNC

Crower took advantage of racer requests regarding camshafts and began working with Indy car teams in 1954, eventually winning the 1960 Indianapolis 500 as part of Jim Rathmann's team, which included Henry "Smokey" Yunick. Crower Cams now grinds custom race cams

machining centers. Crower has always been a leading innovator; he created the first ultralight design, a 36-pound small-block crankshaft, and he was the first to put the Honda 1.8888 diameter on V-8 crankshafts, which are used today in all NASCAR and NHRA Pro Stock entries. From import racing to Top Fuel, forged or billet, all Crower crankshafts are produced to match specific needs.

In 1957, Crower pioneered the first shaft-rocker assembly and has been making high-quality rocker arms ever since. The company continuously works with cylinder-head manufacturers and racers to design shaft-rocker systems to meet specific needs, and newly designed rocker systems are well thought-out in regard to proper geometry, therefore minimizing friction and heat buildup.

Crower's dedicated engineers understand the need for a better roller lifter and created the High Pressure Pin Oilier, which delivers much-needed oil to the needle bearing. Different body diameters, larger-diameter bearings, and custom or standard offset lifters, everything is designed to withstand today's high-rpm applications.

For more than 50 years, Crower's innovation has created the demand, but it's the company's dedication to the latest advancements in materials, machining, and quality control that ensures that racers receive only the finest and highest-quality American-made parts. **ND**



Crower's Maxi-Lite parts are superlight yet extremely reliable.



Two-time Super Comp champ Danny Aguayo has teamed with Crower Cams for the 2009 NHRA season.