



M-6261-A460 Camshaft Roller Bearing INSTRUCTION SHEET

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF
FORD RACING PERFORMANCE PARTS

Please contact the Tech "Hot Line" for the most current instruction information (586) 468-1356

!!! PLEASE READ THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION !!!

INSTALLATION INSTRUCTIONS:

- STEP 1:** Align bore cylinder block cam bearing bores:
- | | |
|-------------------------|-----------------|
| Cast iron block: | 2.4995"/2.5005" |
| Aluminum block | 2.4988"/2.4997" |
- STEP 2:** An oil supply must be provided to the cam thrust plate, timing chain and distributor bushing. Using a die grinder, machine a shallow groove in the #1 cam bore from the cam bearing oil supply hole to the distributor bushing oil hole located at 4 o'clock. Also, cut a shallow groove from the oil supply hole to the front face of the cam bore for thrust plate and timing chain oiling. Groove radii should be .025"/.030".
- STEP 3:** Tap the oil supply holes to the cam bearings at the crank bores. Plug with 5/16-18 threaded plugs. Loctite can be used to secure the plugs. Note, #1 cam bearing oil supply hole intersects the main oil supply passage. Even when plugged at the crank bore, it will supply oil to the cam bearing bore for distributor bushing, thrust plate and timing chain oiling.
- STEP 4:** Install the roller bearings using a suitable installation tool. A standard camshaft bearing installation tool will be adequate as long as the ID fit is good and the shoulder OD is larger than the bearing shell OD. Press against the stamped end of the bearing shell (end with bearing designation). Bearings should be centered in the housing. Longitudinal adjustment to center bearing on camshaft journals is acceptable as long as bearing shell is completely supported in the housing.
- STEP 5:** The standard 2.5" camshaft housing rear cup plug will still seal the enlarged cam bore. Use RTV to ensure a leak tight seal.

Note: Drawn cup needle roller bearings cannot be measured before installation as the thin walled outer ring can be out of round from the manufacturing process. After installing in a ring gage (or cam bearing bore) with 2.4995" ID the bearing ID can be measured with a tapered plug gage. Spec is 2.1256"/2.1271".

Tech "Hot Line" (586) 468-1356

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356