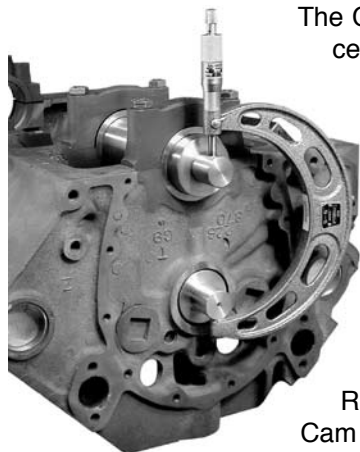


Cam-Crank Center Distance Gauge (CCG-1)



The Cam-Crank Center Distance Gauge provides an accurate method for measuring the center-to-center distance of the cam and crankshaft. This process is imperative with the availability of custom-length timing sets from various manufacturers. The Gauge Kit is available to fit all popular engines.

The initial Kit includes one Crankshaft Bore Mandrel, one pair of Main Bearing Bore Adapter Rings and one Cam Tunnel Mandrel. Step-up Kits are also available and are supplied with one Cam Tunnel Mandrel and one pair of Main Bearing Bore Adapter Rings.



The Crankshaft Bore Mandrel is universal to all applications, using the Main Bearing Bore Adapter Rings to center it in the mains of any given block. The Cam Tunnel Mandrel is machined to fit the two front cam-bearing bores. The Measuring Pin on both the Cam and Crank Mandrels is 1" diameter. A

simple micrometer measurement across the two Measuring Pins, with the subtraction of 1" gives a precise center-to-center distance measurement.

Micrometers of the appropriate size for all applications are available on page 29. The Timing Set Length Gauge is also available for quick and accurate measurement of timing sets and is shown on page 22.

Oil Groove Cutter (OGC)



BHJ's Oil Groove Cutters provide quick and accurate groove cutting in cam tunnels and main bearing saddles. As engine horsepower continues to climb, engine builders are finding it necessary to improve bearing oiling. The Oil Groove Cutter makes a seemingly impossible task fast and repeatable.

After the cylinder block is mounted in a line-boring machine, the Oil Groove Cutter is installed in the cam tunnel or mains. The drive yoke for the honing mandrel is then attached to the Oil Groove Cutter. All five grooves in a cam tunnel (OGC-1) or main saddles (OGC-2) can typically be enlarged in 30 to 40 minutes. The modified groove will be deepened

to full factory depth (or to specification) and widened to give a minimum 25% increase in cross-sectional area over a full-size factory-cut groove. This operation is typically necessary after line boring the cam tunnel.

The Oil Groove Cutter is available in a variety of sizes to meet different engine requirements. Setups are available for small block Chevrolets with stock cam bearings, oversize stock bearings, big block bearings, and various roller bearings, as well as numerous other applications. Different size cam tunnels can be accommodated simply by adding Cutter Step-Up Kits, which include only the necessary hardware to adapt a current Kit to a new size application. The OGC-2 model Cutter, sized specifically for main saddles is available for all engines.



Cam Bearing Installer (CBT-1)



The Cam Bearing Installer smoothly draws both Babbit and roller bearings into position using a heavy duty sealed-bearing Drive Hub. Precise-fitting Guide Plugs supplied in 23 common sizes (up to 55mm roller), hold the bearing square to the housing bore, ensuring straight installation.

Distortion-free installation, elimination of incorrect positioning of the bearings and easy oil-hole positioning make BHJ's Cam Bearing Installer superior to any other method of bearing installation. Bearings may also be removed from the block in the same manner.