



M-6250-A514 Cam and Tappet Kit INSTALLATION INSTRUCTIONS

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!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!

INSTALLATION INSTRUCTIONS:

The M-6250-A514 cam and tappet kit features an induction hardened steel mechanical roller cam with the following specs:

<u>Feature</u>	<u>Intake</u>	<u>Exhaust</u>
Max lift	.647"	.647"
Duration @ .050" lift	254°	258°
Centerline	107°	117°
Lobe separation		112°
Events @ .050" open	20° BTC	66° BBC
close	54° ABC	12° ATC
Lash -hot	.020"	.020"
-cold*	.014"	.014"

Ford Racing CJ aluminum heads, other heads may require a different cold lash spec.

NOTE: This cam has enough lift to cause valve-to-valve interference if used with the M-6049-B429 Cobra Jet cylinder head. Reducing the intake valve OD to 2.200" (PN M-6507-B429) should resolve the problem. The valve seats will also have to be replaced and finished for the 2.200" valve. Minimum recommended valve-to-valve clearance is .035". M-6049-C429 Cobra Jet heads have 2.200" intake valves for use with M-6250-A514 camshaft. M-6049-SCJB Super Cobra Jet heads can be used with the M-6250-A514 camshaft.

- Torque 7/16" cam sprocket bolt to 65 ft./lbs.
- The journal hardness of this camshaft is not adequate for use with roller bearings.
- The roller lifters are designed to have the link bar facing inboard. This controls the oil volume to the valve train. Note the small channel from the undercut area of the lifter body to the oil feed hole (on the link bar side of the lifter). This feature insures metered oil flow to the valvetrain at all times. It must not face the outside of the block where it would be directly exposed to the lifter oil gallery or excess oil will end up in the valve covers.
- Use a good engine assembly lube on the cam and lifters.

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