

## CAMSHAFT



### CHANGE & BREAK IN

Clean your camshaft when necessary with a soft towel. Don't remove the coating on cams and rear journal. Oil well the cams, rear journal and main bearing.

Don't forget to oil the followers on their outside and their guide bore in crankcase. A drop of oil inside the followers will oil the pushrod bottom end.

After changing your camshaft in your engine, reassemble your engine following the engine Manufacturer (Citroen engine handbook, Haynes manual).

Start your engine with oil, but no ignition, to build up oil pressure in the oil circuit. A filled oil filter will be very helpful.

Now, when oil pressure is stabilized, build in the spark plugs, connect the coil etc.

Start your engine. Let the engine run at 3.500 RPM during 20 minutes!

Don't discuss or think about that : DO IT !

After this procedure you have break in your camshaft and followers to nearly 80-90 % !

The last 10 % of the break in procedure are done on daily driving.

Never try to let run a new grinded camshaft with old followers: You ruin the new camshaft lobes in minutes, an expensive experience!

Tightening main bolts/nuts for engine rebuilding (all threads oiled) :

Main bearing bolts, diameter 10mm M 10 to 45 NM (Newton/meter): All engines.

Front bolts 8mm M8 (only VISA twin): 25 to 28 NM

Crankcase bolts 7mm M7 : 15 to 20 NM

Head studs nuts 8mm M8 : 28 to 30 NM in 2 or 3 times.

Number 1 is at top on fan side Number 2 is at top rear, flywheel side Number 3 is at bottom between pushrods
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Valve cover nut: 0,5 - 0,8 NM

Flywheel bolts : Face of crankshaft and flywheel degreased, coated with Loctite.

2CV: (5 bolts) torque 60 - 80 NM in 2 times

VISA : (6 bolts) torque 80 NM idem as above