

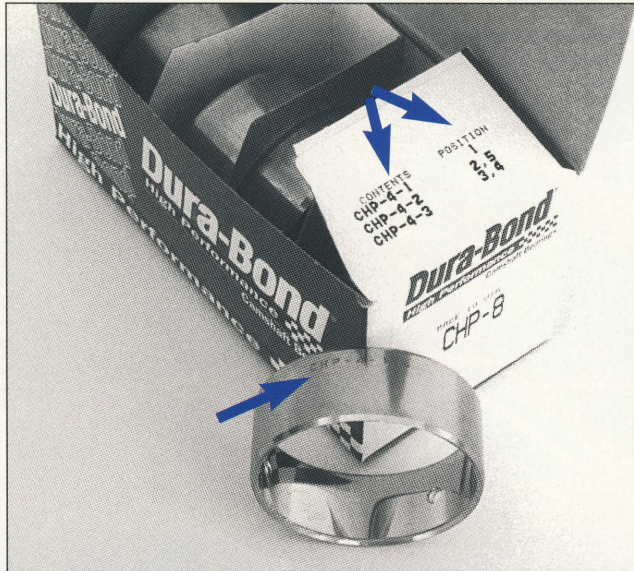
# BEARING UP

## How To Install Cam Bearings

By Marlan Davis

**C**am-bearing installation is easy if you have good-quality tools and parts. In the USA, Dura-Bond is your one-stop source for both high-quality cam bearings and a universal installation tool for nearly every modern and antique, domestic and import engine. Dura-Bond

has been manufacturing camshaft bearings for 50 years. Recently it introduced an all-new, high-performance cam-bearing line for selected engines. The all-round construction and special materials offer more than double the fatigue strength of standard bearings. Manufactured to closer tolerances, the new line can withstand racing spring pressures while maintaining the excellent surface characteristics of babbit material. Here, we install a set in a typical small-block Chevy. Installation is similar for most other pushrod-type engines. **CC**



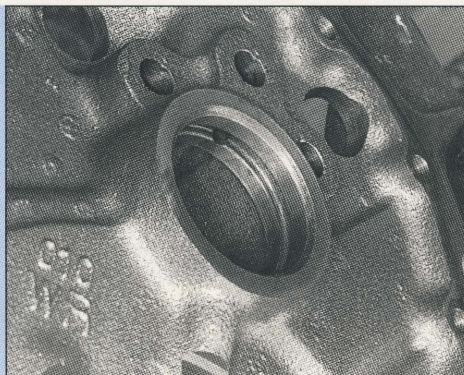
PHOTOS BY MARLAN DAVIS

**1** Dura-Bond's CHP-8 high-perf cam-bearing set fits most '57-and-later small-block Chevys. All small-block cam journals have the same diameter, but the bearing bores in the block are of three different diameters. Each bearing is stamped with a part number. Use the cross-reference chart on the box flap to match the bearings with their corresponding journals.



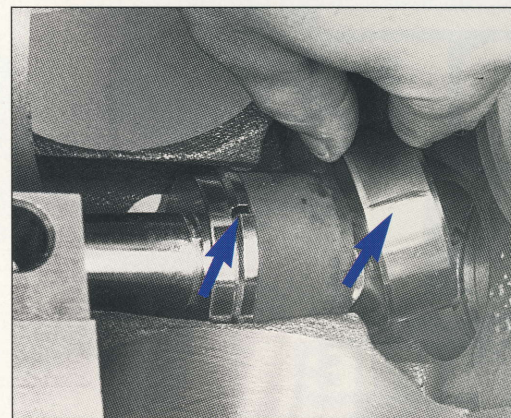
**2** The Dura-Bond cam-bearing tool works on virtually all engines. Only four expanding mandrels do the job of hundreds of driving plugs, ensuring efficient, productive bearing installation and removal.

**3** The bearing journals are grooved, so all the cam-bearing holes in '57-and-later engines can be installed in any radial position. However, it is good insurance to line up the bearing hole with the journal hole.



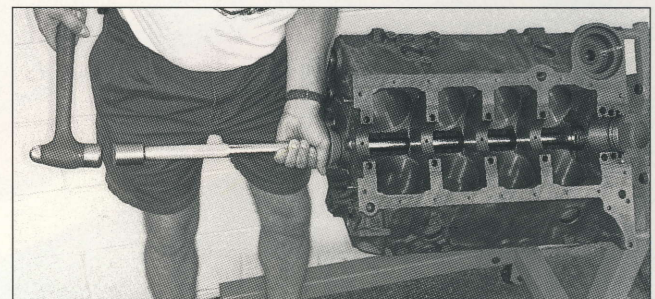
### Quick Tip

The most common cause of tight spots during cam rotation is a deformed bearing surface caused by the impact of the installation tool's driving arbor. Prevent this by chamfering both bearing edges on all bearings with a three-cornered scraper before installation.

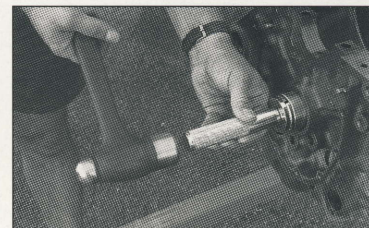


ing's oil hole aligned with the journal's oil hole, draw a reference line on the bearing that corresponds to the notch on the mandrel (arrows).

**4** Select the proper-size drive arbor for the bearing, and install it and the guide-cone on the long (24-inch) driver. The arbors are rubber-coated to protect the bearing surface. Install the rear cam bearing first. With the bear-



**5** The reference line serves as an alignment guide during bearing installation. Drive in the rear bearing until it is just short of the cam-plug bore step.



**6** Install the two intermediate bearings next, followed by the front bearing. Verify that you are using the right bearing for the particular journal. Use the short-driver handle on the front bearing. The forward edge of the front cam bearing should line up with the journal's front inner edge.

### Source

Dura-Bond Bearing Co.  
Dept. CC  
3200 Arrowhead Dr.  
Carson City, NV 89706  
800/227-8360