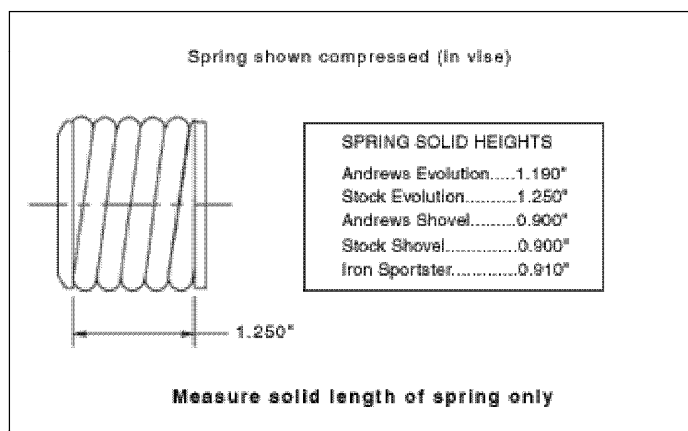


ENGINE TUNING INFORMATION

HOW TO FIGURE OUT WHAT THE INSTALLED SPRING HEIGHT SHOULD BE:



Spring Loads	Solid Height + .060*	Solid Height + .560*
Shovel	350 lbs	160 lbs
Evolution	350 lbs	210 lbs

*Andrews Products springs

I thought that this would really allow those out there that are looking at cam swaps to understand what they are up against. Many times the spec that is listed as a coil binf or max lift spec by a spring maker is not the rule to go by. Many times we see where the spring is more than up to the task of the max lift number of the cam but the issue cam from the seal itself. Many times we see that the top spring retainer has hit the seal, crushing it. This is a very common issue on SE heads, We always recommend checking YOUR spring pack (all four) before using a cam that is near the max spec of the spring. Better safe than sorry. This is a service that we can do in house for you.

1. Using both top and bottom collars, place spring assembly in a small vise and close the vise until the outer spring is solid. Be careful when compressing springs in a vise!
2. Now measure the distance between spring lands as in diagram and write down the number for later use. This is the Solid Height.
3. Calculate **INSTALLED SPRING HEIGHT (min.)** as follows: **INSTALLED HT. = Solid Height + .060 + Max. Valve Lift**
4. Max. valve lift can be taken from catalog figures. For example, max. valve lift for an EV59 cam is .560.
5. For an EV51 cam, using Andrews Products springs and collars; **INSTALLED SPRING HEIGHT = 1.190+.060+.510 = 1.760**
6. This technique will work for any cam and spring system as long as

measurements are carefully made.

7. At time of installation, make sure that .050 (minimum) clearance is present between top of valve guide and bottom of upper spring collar at maximum cam lift.
8. "Solid height + .560" (diagram at left) refers to spring forces **when the valve is seated**. (.560 is an assumed spring travel).