

Mamba Motorsport

MM VP8SP Data

Cam lobe lift : Inlet – 0.340”
Exhaust – 0.340”

LCA (Scatter Pattern Cam) - 105.5/102.5

Duration @ 0.0158” - 290 Deg

Time to 101 – 102 Deg AFTDC on No1 inlet lobe

Required spring pressures:

Seat - 80 lb
Full lift – 220-230 lb

Cam followers:

Good quality aftermarket or OE cam followers must be used.

We recommend:

Newman Cams DNCF 3006
MiniSpares C-AEG580

This is a TIGHT LASH camshaft. Tappet clearances should be:

Rocker ratio – 1.5:1

Inlet 0.009” Cold
Exhaust 0.011” Cold

MM-VP8SP General Installation notes

Your new camshaft has an anti corrosion fluid inside and out, so please ensure you remove the grub screw from the nose of the cam and give it all a good washing out and degrease.

We recommend you then fill the cam with a good high ZDDP oil – the oil you will be using for a first fill – and then replace the grub screw. A drop of thread sealant/locking compound is a good idea.

We do not supply woodruff keys with our camshafts as many people use offset keys, although we recommend Vernier gears for best results.

When your engine is built, we always recommend pre pressure lubing the engine when ever possible. If you do, then when you start up just start up and run up at a fast idle for a few minutes until the engine is warm to give the oil a chance to get everywhere and the cam a chance to bed in a bit, then just “run in” as you would normally.

If you cannot pre lube the engine, remove the spark plugs and crank the engine until the oil light goes out or pressure starts to register on gauge, then replace plugs and start up as above.

In the unlikely event of a problem, failure to use quality cam followers and an oil with a high ZDDP content as manufactured (ie NOT as an additive), will invalidate any potential claim.