



Revision
04/27/22

Part #1022061 TACOMA STAGE 5 CAMSHAFT TIMING SPECIFICATION

	Intake	Exhaust
Grind Number	44	457 + 2.5
Valve Lash	.007 to .009	.010 to .013
Valve Lift	.515	.495

THE FOLLOWING FIGURES, TAKEN @ .050 LIFT AT VALVE, WITH .000 VALVE LASH

Duration	282°	269°
Duration @ 50	265°	251°
Lobe Center	100°	102.5°
Intake Opens: 32.5° BTDC	Exhaust Opens: 48° BBDC	
Intake Closes: 52.5° ABDC	Exhaust Closes: 23° ATDC	

NOTE: Always check valve to piston clearance and valve-to-valve clearance with this Camshaft! Failure to install this cam with matched valve train components can cause engine damage.

Please refer to a Toyota service manual for instructions on installing gears on camshafts.

To remove the cam gears from the camshafts. This must be carefully done using a press. Support the camshafts so as to not damage the cam gear mating surface flange. It may also benefit to heat the gear prior to removing it.

To install the cam gears onto the new camshafts. Do Not Press the Gears Onto the camshafts. This will damage the cams.

You must heat to expand the gear so that it may be installed with out pressing. If using an oven set to broil, heat from 45 minutes to 1 hour. You may also use a propane torch to heat the gear. If the gear does not fall into place apply more heat. Use a pair of pliers to install the gears while holding the camshaft upright in a vise. Making sure to not clamp the journals of the camshaft. Once the gear is installed and seated fully allow the cams to air cool until you can handle with out gloves.

CAMSHAFT BREAK-IN PROCEDURE

The first few minutes on a camshaft are the most important wear period. In this period, the cam and followers become burnished together. When installing the camshaft, thoroughly coat the lobes with the special assembly lube provided. Cam must be installed per factory service manual procedures. Set valves at proper lash dimensions, and then readjust valves after break in period is completed.

CHECK valve train for interference.

CHECK valve to piston clearance, you must have .080" min. **CHECK** valve spring retainer to valve guide and seal for clearance.

CHECK valve springs for coil binding; you must have .090" min. of free travel before the springs become solid after the valve in fully open. **98% of all cam failure is excessive valve spring pressure!**

Start engine quickly, excessive cranking of engine is not good for the camshaft. Bring rpm to 1500-1800 for 20-30 minutes **(ABSOLUTELY NO IDLING & NO REVVING OVER 2000 RPM)** during the break in period.

TO CHECK VALVE TO PISTON CLEARANCE WHEN THE ENGINE IS ASSEMBLED:

To check valve lash correctly you will have to remove the head and put some engine clay on to top of the piston. Re-install the heads and turn engine over carefully with spark plugs removed by hand. Remove the cylinder head and measure to clearance from the top of the piston to the valve surface imprinted on the engine clay.

All cam specifications are checked at .050" lift. Standard degree-in procedures should be followed for maximum performance.

TORQUE SPECIFICATIONS:

Intake Manifold Bolts:	22 ft-lbs	Exhaust Studs:	33 ft-lbs
Camshaft Bearing Caps:	12 ft-lbs	Camshaft Timing Gear bolt:	54 ft-lbs
Cylinder Head Bolts:	Step #1 – 29 ft-lbs	LC Cylinder Head Studs:	80 ft-lbs
	Step #2 - +90°	(With ARP Moly Lube)	
	Step #3 - +90°		