Cast iron camshafts in car production

IPC Business Press - The Iron Duke



Description: -

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Camshaft Material

In general, increasing a camshaft's duration typically increases the overlap, unless the Lobe Separation Angle is increased to compensate. The 1996-1999 Mustang Cobras used the aluminum Teksid blocks. Dry Skin Casting takes more time, decreasing production rates.

The Iron Duke

. Pearlite stabilizers in the form of nickel and chromium are also added to the composition.

Ford Galaxie

If you give me rear end ratio and trans, I can get you close. In a preferred embodiment, the camshafts are brought up to a temperature of 1550 to $1600^{\circ}F$ 843 to $871^{\circ}C$ in about 20 minutes. Styling departed from the popular but conservative 1959 models and included grille-mounted headlights and gull wing fins.

aluminium

This material is used on several of the current F1 engines.

What kind of camshaft

Many of the high performance guys are using billet race cams that require the use of a bronze gear. Sure, the power output dipped from 250 hp through the mid-'70s to a low of just 205 net hp, but GM was able to revive the power output back up to 230 hp in the final year of L82 production.

Camshafts

However, most modern auto engines have which automatically compensate for wear, eliminating the need to adjust the valve lash at regular intervals. In a process for manufacturing a camshaft having a series of cam lobes wherein the camshaft is cast from a heat-treatable gray cast iron

having alloyed therewith elements selected from the group consisting of silicon, manganese, chromium, nickel, copper, molybdenum and vanadium, wherein the cast camshaft is heat treated to improve the machinability while maintaining carbide structure, ' and is thereafter milled, surface hardened at least at the cam lobes and thereafter machined, the improvement in the heat-treating step comprising: 14. Hard surface coatings such as diamond-like carbon and titanium nitride are critical in helping highly stressed components survive.

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