



VOLVO

SERVICE BULLETIN

ONLY FOR VOLVO DEALERS

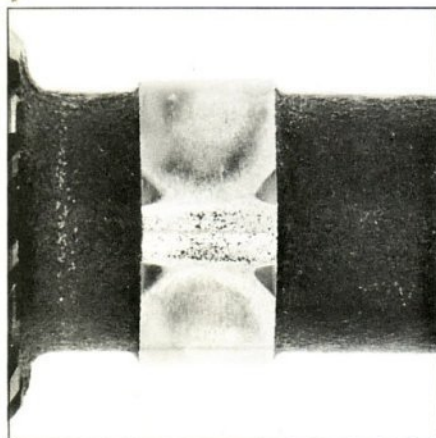
RE:	PRODUCT
CAMSHAFT	BLP
	GROUP
	21
	NO.
DATE	10
19 June, 1967	

Camshaft damage

We have received a number of refund claims for camshafts, wear on the cams being the reason given. On measuring these cams, no abnormal wear could be found so that the cam shape was not affected in any way. However, the cam tops did show a pitted pattern. We have found out that cam tops can get such a pattern after being in operation for less than 1000 km (600 miles), and that this pattern does not alter even after further operation of between 5000 - 10000 km (3000 - 6000 miles).

It has also been shown that the different grades of oil provide different patterns, but what is important in this connection is that such cams are not worn down. One explanation for this can be that the small pittings can serve as oil cavities and thus provide the contact surfaces between the cam and the valve tappet with suitable lubrication.

Figures 1 a - b and 2 a - b show two different cams with different pitting patterns, both of which can be considered as acceptable from an operational point of view.



VOLVO
200 083

Fig. 1 a. Clearly seen pitting pattern



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200 084

Fig. 1 b. Clearly seen pitting pattern