Steve Demos

279 Meadow Lane

Jefferson GA 30549

706-340-6914

Hi Steve,

Here is the Ford 3.8L V6 cam that we spoke about. We’re road racers and our class rules state we have to use stock cams. But, tear downs are limited to visual inspection and valve lift checking.

The specs I have for this cam are 184int/202exh (@ .050" lift), .424”/.448" valve lift (1.73 RR), 110 Lobe sep, 105 Intake c/l. As far as I know, when this cam is installed straight up it is 6 degrees advanced. That isn’t good for what we do, and, we have managed to retard it a total of around 11 degrees, for a 5 degree effective retardation, so that it’ll run above 5000 RPM.

Ideally, what we’d like for you to make is a cam that has around 205-210 degrees of duration at 0.050”, stock valve lift of 0.424”/0.448”, on whatever intake c/l you think best for power, AND, make it so it is retarded without us using offset keyways or the homemade crank gear we use now. The cam can’t be lopey, but with such low duration and little overlap I don’t think that would happen. We won’t turn these motors over 5800-6000 RPM, so it is good if the power peaks in the 5100-5300 range and tapers off.

Comp Cams makes blanks for the cam but I don’t have any right now. I do have a pile of stock Ford V6 cams so if you need more of these, or think you can re-grind them I can send a bunch down.

My info:

Ron Earp

132 Loch Pointe Drive

Cary NC 27518

919-949-5851

Our timeframe for having a cam is about 3-4 weeks from now. We’ve got two new motors going back together during the first week of July.

Thanks,

Ron