

Lagondaforum: Camshaft bearing problem

Camshaft bearing problem

Written by oakley at Apr 11, 2009 12:35 pm

I am fitting new camshaft bearings from the club, they have a groove which lines up perfectly behind the hole for the lock screw and I assume that the lock screw goes into that groove, not too tight so that the bearing stays aligned with the camshaft and doesn't rub it, but far enough in to prevent the bearing from spinning with the camshaft. This set-up has worked very well on my car for a long time, but another problem forces me to change the bearings on the exhaust side.

However, somebody told me that I should drill holes in the bearings for the lock screw and that the grooves are not for the lock screws but for draining oil out of the bearing. I do not quite understand that because the rear bearing also has the groove but that bearing has an internal spiral oil channel. Besides, it would be best if oil did NOT drain from the bearings but stayed in. Does anybody have an idea what is the correct method? Must I drill new holes myself or is the groove an improved way of securing the bearing?

Also, I have no idea how the oil actually gets into the bearing...

Re: Camshaft bearing problem

Written by oakley at May 13, 2009 4:24 am

Alas there were no reactions my query; apparently it is not clear to anyone how the new 2 Litre camshaft bearings, supplied by the Club, should be installed. It may be that nobody has used them so far.

There exists a diatribe on this subject written by the eminent Phil Ridout but it deals with the old type camshaft bearings which are different in construction. However, the fact that the old type bearings do not have a groove but a single hole for the lock screw indicates that the groove on the new ones is indeed to secure the bearing with the lock screw - enabling it to be moved back and forth; depending on the position of the camshaft. Also the profile of the end of the lock screw perfectly fits in the groove. Meanwhile I have installed it like this and have done another few hundred miles without any problems.

I do not know if anybody reads this but I hope it will not go unnoticed as I strongly believe that this is the correct way to fix the camshaft bearings. Finally, I found out how the bearings are lubricated; the oil level in the galleries is just above half way the camshafts. The surplus is thrown out through holes in the front and lubricates the timing chains before it trickles down into the sump.

Re: Camshaft bearing problem

Written by Julian at Apr 29, 2011 5:43 pm

Hi,

Very late reply but have only just noticed this post.

The groove usually goes at the bottom of the bearing and is there to allow the oil level to equalize in all the galleries and therefore equally lubricate all bearings. Generally the bearings are held in place with a small drilling in their side to locate the end of the locating bolt. (as Hans says, just to locate and not to lock)

I don't think there will be any problem with your method Hans, as long as the oil level stays high enough and or the relevant galleries are kept full by the oil draining from the rocker boxes.

Regards,

Julian