



Gen 3 Hemi VVT Billet Steel Timing Set

Congratulations! You have purchased the finest timing set available for use in Swap/Race VVT equipped Gen3 Hemi engines. We have meticulously designed this component to be the best available with quality and tolerances exceeding those of the OEM phaser set.

Please read carefully and apply the following guidelines when installing your set. These instructions are critical to a properly functioning system. Failure to do so can result in catastrophic engine failure.

The Gen3 hemi cam drive system (like many others) relies on friction to drive the camshaft. There are several assembly related, critical points to focus on to be successful.

Installation notes:

1. Installer to check cam locating pin length. The max length of pin is .200" and must be brought down to this length if determined to be longer. Failure to do so can result in severe damage.
2. The cam nose and mating surface of the sprocket are to be cleaned and installed dry using isopropyl alcohol, lacquer thinner or acetone. Inspect surfaces for roughness or damage to insure a perfect surface to surface interface.
3. Thrust bearing arrangement is washer, bearing, washer. If they are difficult to keep in place when installing, a dab of lithium grease will help keep the parts together. Acceptable cam thrust is .004"-.012" and must be checked after the cam bolt is torqued.
4. Supplied cam bolt torque is 100 ft-lb and shall be installed dry. Clean and dry threads on both parts (bolt and cam). The tapped hole in the cam should be solvent cleaned to remove any residual oils or debris and then dried with compressed air.

Suggested supporting parts to be replaced at installation:

- Chain, Mopar PN 53022316AC
- Tensioner, Mopar PN 53022115AH
- Guide, Mopar PN 4893429AA

