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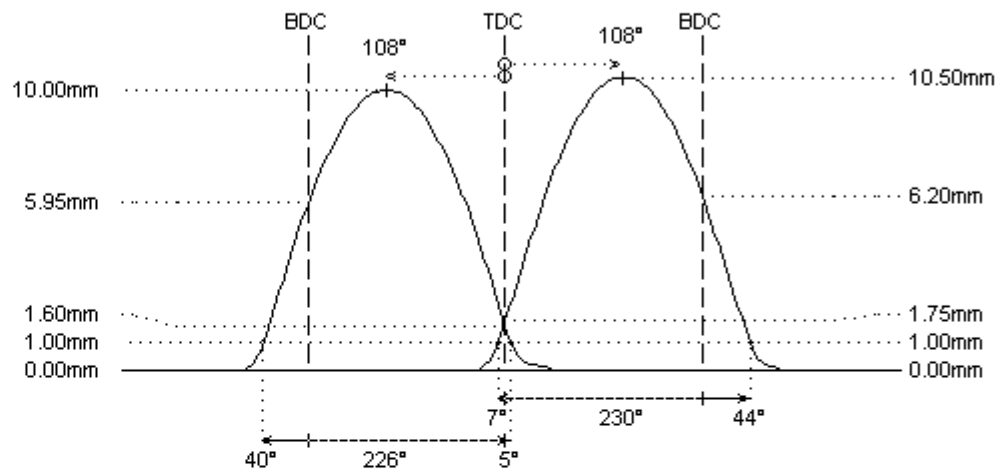
hot street - dirt track

Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)



| | intake | exhaust |
|-----------------------|-----------------|-----------------|
| camshaft data: | | |
| lash ramp | : hydro | hydro |
| duration @ 0.1mm | : 266° | 271° |
| duration @ 1.0mm | : 231° | 225° |
| valve lift | : 10.50mm | 10.00mm |
| cam lift | : | |
| lobe angle | : 108° | 108° |
| timing @ 1.0mm | : 7° / 44° | 40° / 5° |
| valve lift @ TDC | : 1.75mm | 1.60mm |
| parts setup: | | |
| cam wheels : | : | : |
| follower | : O.E.M. | : O.E.M. |
| valve lash | : O.E.M. | : O.E.M. |
| valve | : O.E.M. | : O.E.M. |
| valve locks | : O.E.M. | : O.E.M. |
| upper retainer | : 99342/s | : 99342/s |
| lower retainer | : INFO | : INFO |
| exterior spring | : PAC-S90015 | : PAC-S90015 |
| interior spring | | |
| fitted load / length | : 30kg @ 38.0mm | : 30kg @ 38.0mm |
| max. load / lift | : 82kg @ 14.0mm | : 82kg @ 14.0mm |



REMARKS :

- # - steel billet camshafts
- please carefully read about the different valve spring options
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

REMARKS :

- # lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
- # lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm) #
- use solid shims to adjust spring load if required #
- [double valve spring options](#)