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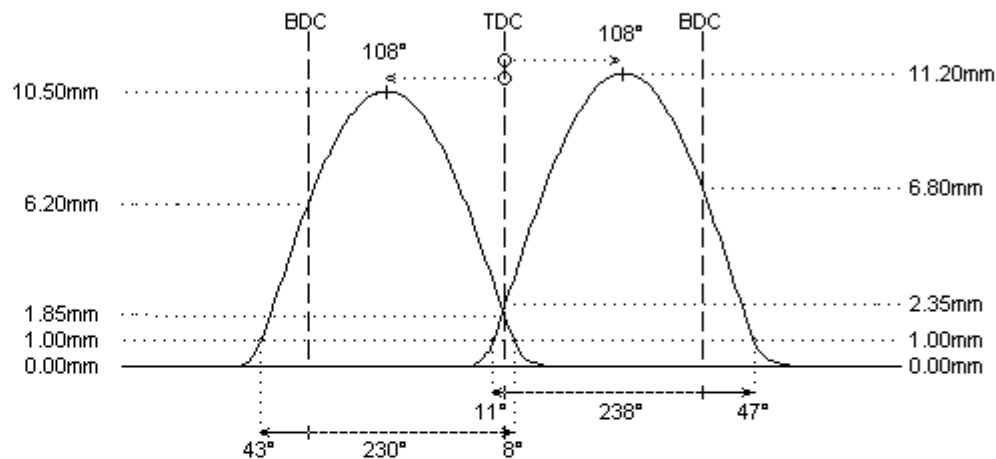
hot street - dirt track

Suzuki G13B 100hp

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	267°
duration @ 1.0mm	: 238°	231°
valve lift	: 11.20mm	10.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 11° / 47°	43° / 8°
valve lift @ TDC	: 2.35mm	1.85mm
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](#)