# 6701619

**hot street - dirt track**

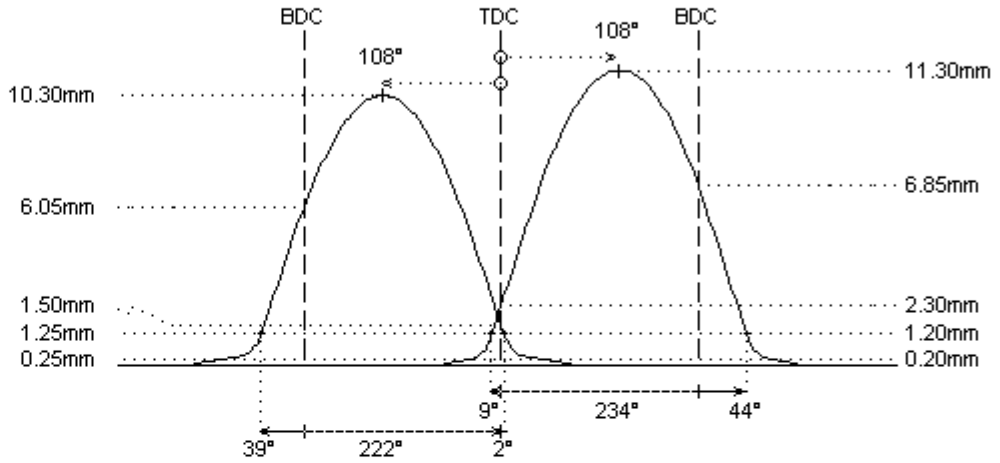
Suzuki G13B 100hp

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

| | intake | exhaust |
|---|---|---|
| **camshaft data:** | | |
| lash ramp | : 0.20mm | 0.25mm |
| duration @ 0.1mm | : 261° | 257° |
| duration @ 1.0mm | : 233° | 221° |
| valve lift | : 11.30mm | 10.30mm |
| cam lift | : | |
| lobe angle | : 108° | 108° |
| timing @ 1.0mm | : 9° / 44° | 39° / 2° |
| valve lift @ TDC | : 2.30mm | 1.50mm |
| **parts setup:** | | |
| cam wheels : | : | : |
| follower | : CC011 | : CC011 |
| valve lash | : TS100 | : TS100 |
| valve | : O.E.M. | : O.E.M. |
| valve locks | : O.E.M. | : O.E.M. |
| upper retainer | : 99342/s | : 99342/s |
| lower retainer | : INFO G13B | : INFO G13B |
| 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 :**

# 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




**REMARKS :**

# - steel billet camshafts
- please carefully read about the different valve spring options

# - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

# the skirt of the lash caps needs to be shortened to avoid interference with the valve keepers

# FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 use in competition engines with independent engine management (throttle position sensor) or carburettors