

6701626

full race

Suzuki G13B 100hp

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



intake

exhaust

camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 21° / 51°	47° / 17°
valve lift @ TDC	: 3.80mm	3.30mm

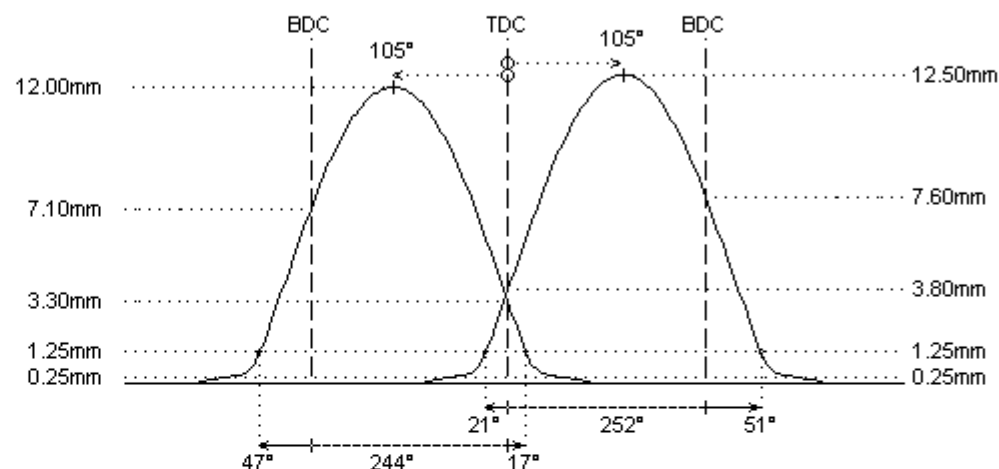
parts setup:

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 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 use in competition engines with independent engine management (throttle position sensor) or carburetors