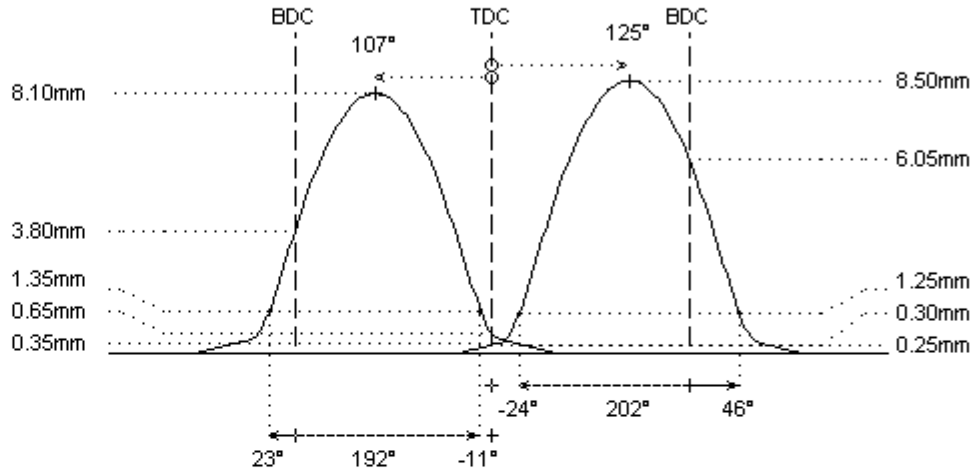
O.E.M.

Suzuki M16A VVT intake (125hp@6800rpm)

I-4cyl 1.6L 16v DOHC (DTs/DTs)

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.35mm
duration @ 0.1mm	: 236°	229°
duration @ 1.0mm	: 202°	192°
valve lift	: 8.50mm	8.10mm
cam lift	: 8.50mm	8.10mm
lobe angle	: 125°	107°
timing @ 1.0mm	: -24° / 46°	23° / -11°
valve lift @ TDC	: 0.30mm	0.65mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring		
fitted load / length	: 14kg @ 31.0mm	: 14kg @ 31.0mm
max. load / lift	: 39kg @ 8.5mm	: 39kg @ 8.5mm

REMARKS :



REMARKS :

Camshafts for use with VVT system on the intake (as original).
The exhaust camshaft is fitted with an adjustable sprocket to optimize the cam timing. The sprocket has a reference hole corresponding to optimal position for fast road use.

# The VVT system on the intake camshaft changes the cam timing continuously (and so the lift at TDC):
- intake: 125° (disengaged - full retard) // 65° (engaged - full advance)
- exhaust: 107° (no VVT)

Please make sure there is enough distance between valve and piston **when the VVT system is engaged at full advance**.