

7107701

full race

Toyota 3S-GE 5th gen, Dual VVT-i

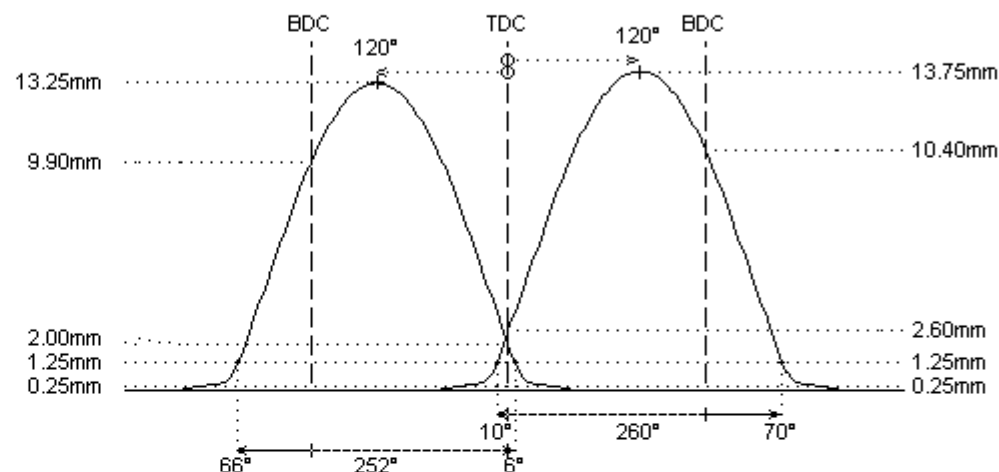
I-4cyl 2.0L 16v DOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 293°	285°
duration @ 1.0mm	: 260°	252°
valve lift	: 13.75mm	13.25mm
cam lift	:	
lobe angle	: 120°	120°
timing @ 1.0mm	: 10° / 70°	66° / 6°
valve lift @ TDC	: 2.60mm	2.00mm
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	: 99580	: 99580
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S90019	: PAC-S90019
interior spring	:	:
fitted load / length	: 31kg @ 35.5mm	: 31kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm

REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift



REMARKS :

- # 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration