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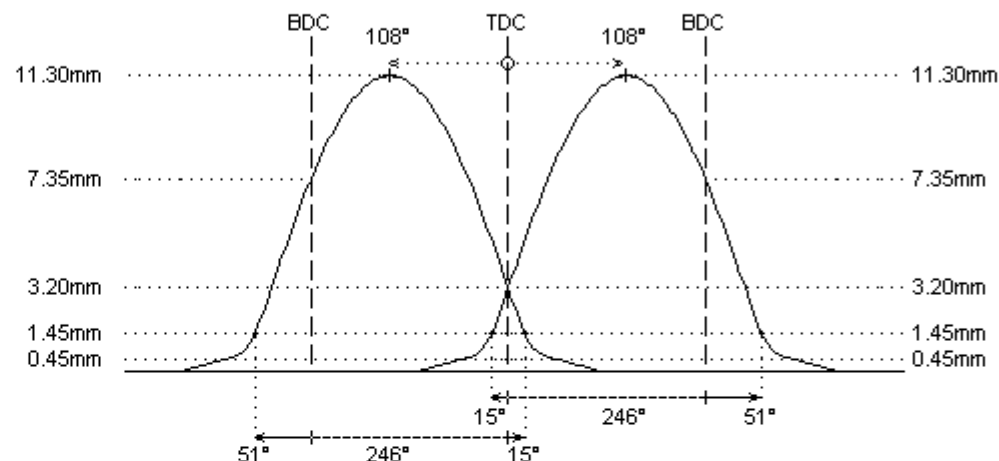
hot street - dirt track

Triumph FM11 big bearings: 49.92mm
(FT/FT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.45mm	0.45mm
duration @ 0.1mm	: 286°	286°
duration @ 1.0mm	: 246°	246°
valve lift	: 11.30mm	11.30mm
cam lift	: 11.30mm	11.30mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 15° / 51°	51° / 15°
valve lift @ TDC	: 3.20mm	3.20mm
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 :	✗ not available	✗ not available
lower retainer :	✗ not available	✗ not available
exterior spring :	✗ not available	✗ not available
interior spring :		
fitted load / length :	0kg @ 0.0mm	0kg @ 0.0mm
max. load / lift :	0kg @ 0.0mm	0kg @ 0.0mm

REMARKS :



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- # 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