

GP2-110 CAMSHAFT TIMING SPECIFICATIONS

APPLICATION: TRIUMPH 6 CYLINDER 2498 CC.

LOBE SEPARATION: 110 DEGREES

RECOMMENDED SPRING PRESSURE: 65 - 80 LBS SEATED 170 – 180 LBS OPEN

	DURATION @ .010 TAPPET LIFT	DURATION @ .050 TAPPET LIFT	CAM LIFT	VALVE LIFT*	VALVE CLEARANCE	CENTER- LINE
INT	278	227	.258"	.362"	.015	110 ATDC
EXH	278	227	.258"	.360"	.017	110 BTDC

* Net valve lift with stock rockers and specified valve clearance.

CHECK TIMING AT .050 TAPPET LIFT

INTAKE OPEN	3.5 BTDC	INTAKE CLOSE	43.5 ABDC
EXHAUST OPEN	43.5 BBDC	EXHAUST CLOSE	3.5 ATDC

TIMING AT .010 TAPPET LIFT (POINT OF VALVE OPENING)

INTAKE OPEN	29 BTDC	INTAKE CLOSE	69 ABDC
EXHAUST OPEN	69 BBDC	EXHAUST CLOSE	29 ATDC

TIME THE CAM USING A DEGREE WHEEL ON THE CRANK AND A DIAL INDICATOR ON THE PUSH ROD. CAM TIMING MAY BE RETARDED A FEW DEGREES TO INCREASE TOP END TORQUE OR ADVANCED A FEW DEGREES TO INCREASE LOW END TORQUE. ONE TOOTH ON THE CAM CHAINWHEEL IS 8.5 DEGREES. TURNING THE CHAINWHEEL ¼ TURN ON THE CAM TURNS THE CAM ½ TOOTH OR 4.25 DEGREES. SMALLER ADJUSTMENTS MAY BE MADE BY ELONGATING THE BOLT HOLES.

BREAK-IN: LUBE CAM AND TAPPETS WITH CAM LUBRICANT WHEN INSTALLING. DRIVE OIL PUMP WITH ELECTRIC DRILL (IN REVERSE) TO PRIME OIL SYSTEM PRIOR TO STARTUP. START ENGINE AND RUN AT 2000 – 2500 RPM FOR 20 MINUTES WITHOUT STOPPING. STOP ENGINE AND CHANGE OIL AND OIL FILTER.



NOTE: EXTERNAL OIL FEED LINE TO CYLINDER HEAD IS RECOMMENDED TO SULLIMENT OIL SUPPLY TO VALVE TRAIN.

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