

GP3-110 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	281	232	.282"	.395"	.017	110 ATDC
EXH	281	232	.282"	.393"	.019	110 BTDC

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

CHECK TIMING AT .050 TAPPET LIFT

INTAKE OPEN	6 BTDC	INTAKE CLOSE	46 ABDC
EXHAUST OPEN	46 BBDC	EXHAUST CLOSE	6 ATDC

TIMING AT .012 TAPPET LIFT (POINT OF VALVE OPENING)

INTAKE OPEN	28 BTDC	INTAKE CLOSE	73 ABDC
EXHAUST OPEN	68 BBDC	EXHAUST CLOSE	33 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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