

GP2-110 CAMSHAFT TIMING SPECIFICATIONS

Application: Triumph 6-cylinder 2498 cc. engine

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
Intake	278	227	.258"	.362"	.015	110 atdc
Exhaust	278	227	.258"	.360"	.017	110 bt dc

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

Check timing at .050 tappet lift

intake open	3.5 bt dc	intake close	43.5 ab dc
exhaust open	43.5 bb dc	exhaust close	3.5 at dc

Timing at .010 tappet lift (point of valve opening)

intake open	29 bt dc	intake close	69 ab dc
exhaust open	69 bb dc	exhaust close	29 at dc

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 camshaft degrees (17 crank degrees). Turning the chainwheel ¼ turn on the cam turns the cam ½ tooth or 4.25 cam degrees (8.5 crank degrees). Infinite adjustment may be made by using Good Parts adjustable cam sprocket.

Sample timing points at .050" lift at 4 degrees advanced are as follows:

intake open	7.5 bt dc	intake close	39.5 ab dc
exhaust open	47.5 bb dc	exhaust close	0.5 bt dc

Break-in: Clean the cam well before installing. 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 supplement oil supply to valve train.

WARNING: Do not insert the lifters until the camshaft locating plate is bolted in place. Do not bolt the camshaft locating plate onto the block without the main front engine plate in place.



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