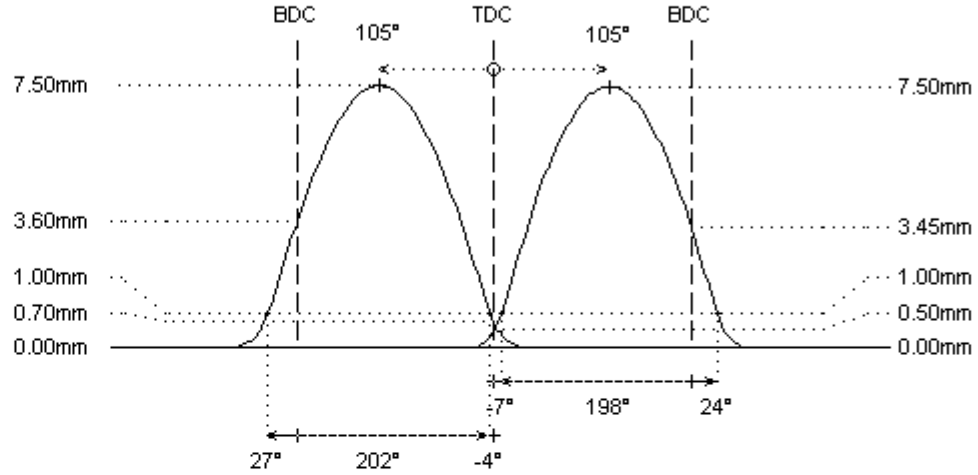
O.E.M.

Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 232°	244°
duration @ 1.0mm	: 197°	203°
valve lift	: 7.50mm	7.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: -7° / 24°	27° / -4°
valve lift @ TDC	: 0.50mm	0.70mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring		
fitted load / length	: 33kg @ 42.0mm	: 33kg @ 42.0mm
max. load / lift	: 80kg @ 10.0mm	: 80kg @ 10.0mm

REMARKS :



REMARKS :

\# - steel billet camshafts
- please carefully read about the different valve spring options

6700603

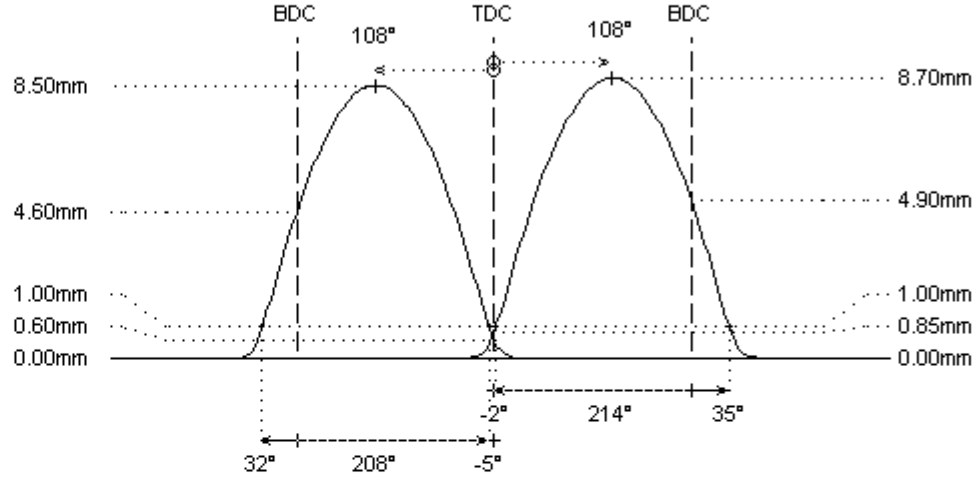
sport

Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 248°	239°
duration @ 1.0mm	: 213°	207°
valve lift	: 8.70mm	8.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: -2° / 35°	32° / -5°
valve lift @ TDC	: 0.85mm	0.60mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring		
fitted load / length	: 33kg @ 42.0mm	: 33kg @ 42.0mm
max. load / lift	: 80kg @ 10.0mm	: 80kg @ 10.0mm

REMARKS :



REMARKS :

\# - steel billet camshafts
- please carefully read about the different valve spring options

6700604

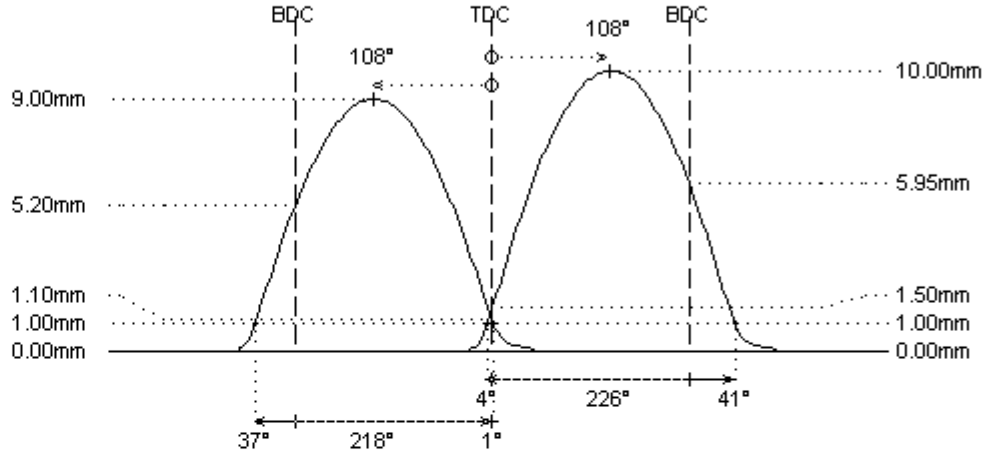
sport

Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 271°	261°
duration @ 1.0mm	: 225°	218°
valve lift	: 10.00mm	9.00mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 4° / 41°	37° / 1°
valve lift @ TDC	: 1.50mm	1.10mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring		
fitted load / length	: 33kg @ 42.0mm	: 33kg @ 42.0mm
max. load / lift	: 80kg @ 10.0mm	: 80kg @ 10.0mm

REMARKS :



REMARKS :

\# - steel billet camshafts
- please carefully read about the different valve spring options

\# ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

6700612

hot street - dirt track

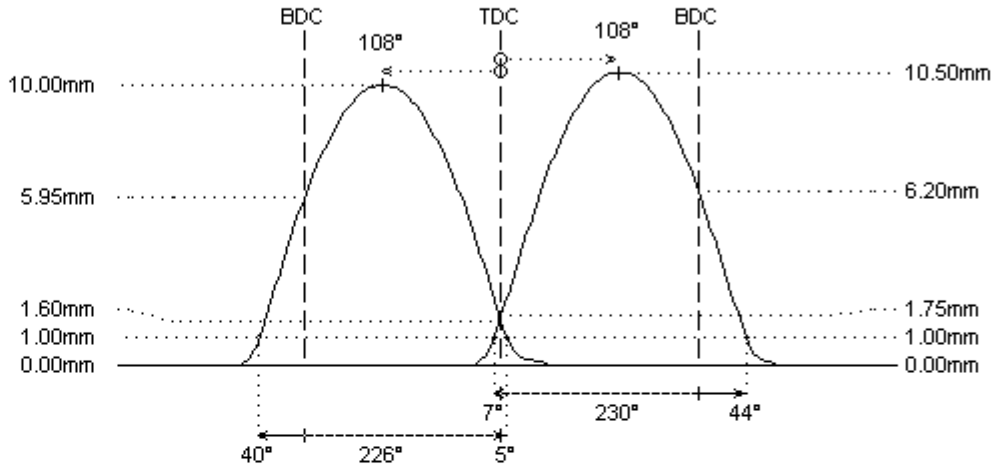
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 266°	271°
duration @ 1.0mm	: 231°	225°
valve lift	: 10.50mm	10.00mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 7° / 44°	40° / 5°
valve lift @ TDC	: 1.75mm	1.60mm
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	: **99342/s**	: **99342/s**
lower retainer	: **INFO**	: **INFO**
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6700622

hot street - dirt track

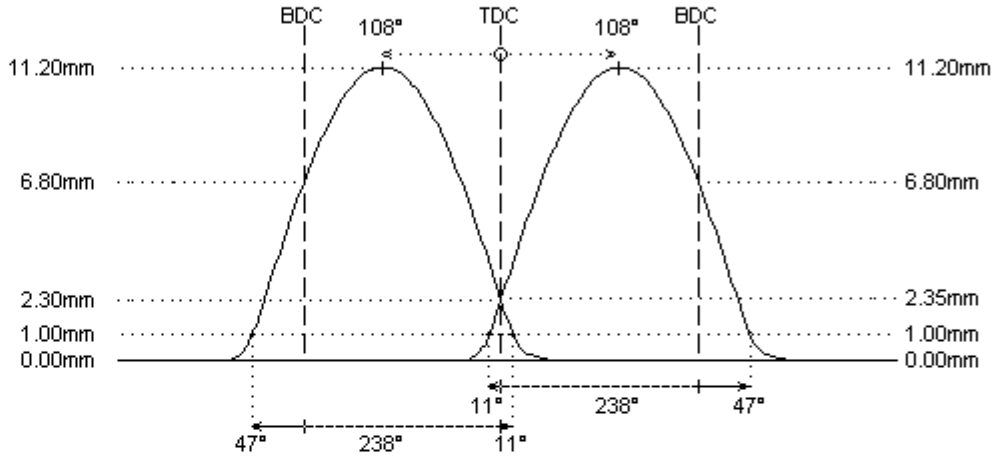
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	278°
duration @ 1.0mm	: 238°	238°
valve lift	: 11.20mm	11.20mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 11° / 47°	47° / 11°
valve lift @ TDC	: 2.35mm	2.30mm
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	: **99342/s**	: **99342/s**
lower retainer	: **INFO**	: **INFO**
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6700625

hot street - dirt track

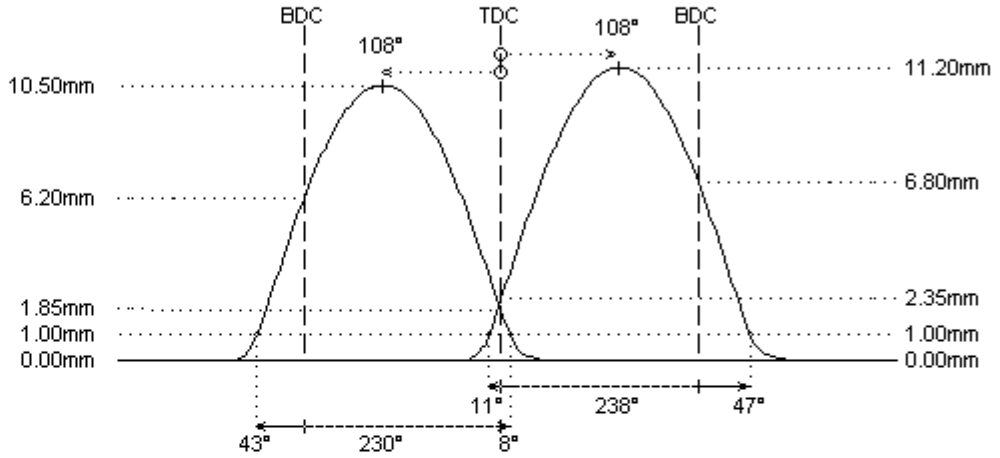
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	267°
duration @ 1.0mm	: 238°	231°
valve lift	: 11.20mm	10.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 11° / 47°	43° / 8°
valve lift @ TDC	: 2.35mm	1.85mm
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	: **99342/s**	: **99342/s**
lower retainer	: **INFO**	: **INFO**
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6701619

hot street - dirt track

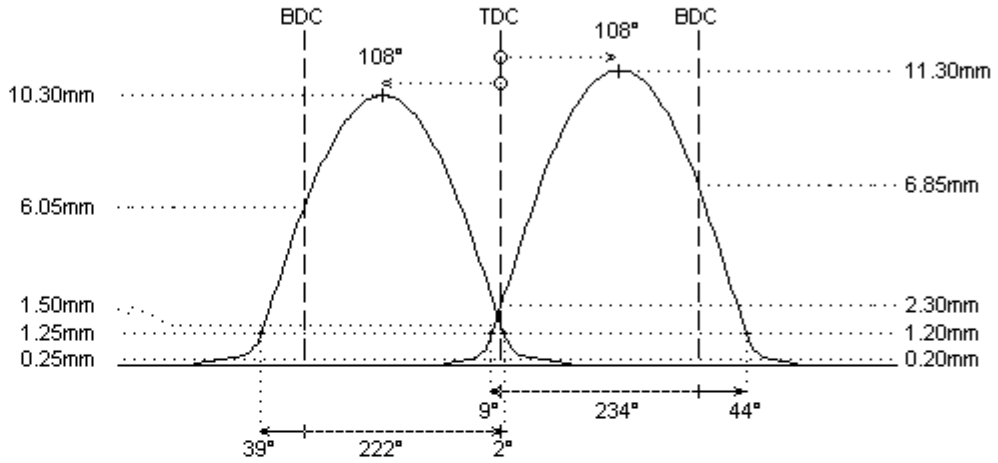
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.25mm
duration @ 0.1mm	: 261°	257°
duration @ 1.0mm	: 233°	221°
valve lift	: 11.30mm	10.30mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 9° / 44°	39° / 2°
valve lift @ TDC	: 2.30mm	1.50mm
parts setup:		
cam wheels :	:	:
follower	: CC011	: CC011
valve lash	: TS100	: TS100
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99342/s	: 99342/s
lower retainer	: INFO	: INFO
exterior spring	: PAC-S90015	: PAC-S90015
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

- valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

the skirt of the lash caps needs to be shortened to avoid interference with the valve keepers

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6701620

hot street - dirt track

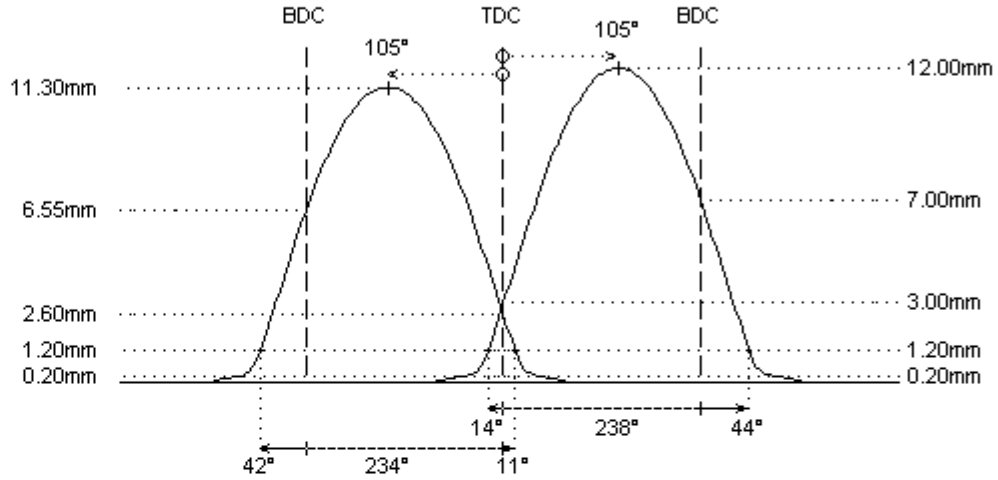
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 267°	261°
duration @ 1.0mm	: 238°	233°
valve lift	: 12.00mm	11.30mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 14° / 44°	42° / 11°
valve lift @ TDC	: 3.00mm	2.60mm
parts setup:		
cam wheels :	:	:
follower	: CC011	: CC011
valve lash	: TS100	: TS100
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99342/s	: 99342/s
lower retainer	: INFO	: INFO
exterior spring	: PAC-S90015	: PAC-S90015
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

- valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

the skirt of the lash caps needs to be shortened to avoid interference with the valve keepers

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6701621

hot street - dirt track

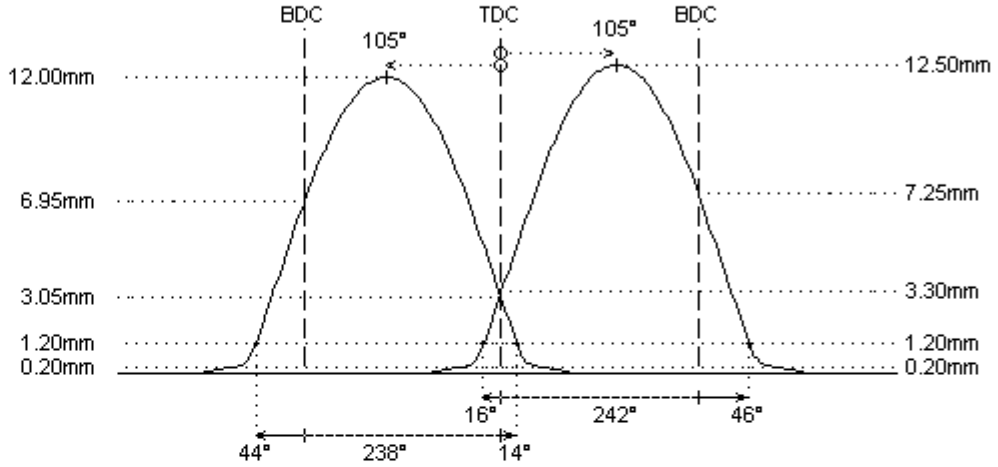
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 272°	267°
duration @ 1.0mm	: 242°	238°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 16° / 46°	44° / 14°
valve lift @ TDC	: 3.30mm	3.05mm
parts setup:		
cam wheels :	:	:
follower	: CC011	: CC011
valve lash	: TS100	: TS100
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99342/s	: 99342/s
lower retainer	: INFO	: INFO
exterior spring	: PAC-S90015	: PAC-S90015
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

- valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

the skirt of the lash caps needs to be shortened to avoid interference with the valve keepers

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

6701626

tarmac rally - race

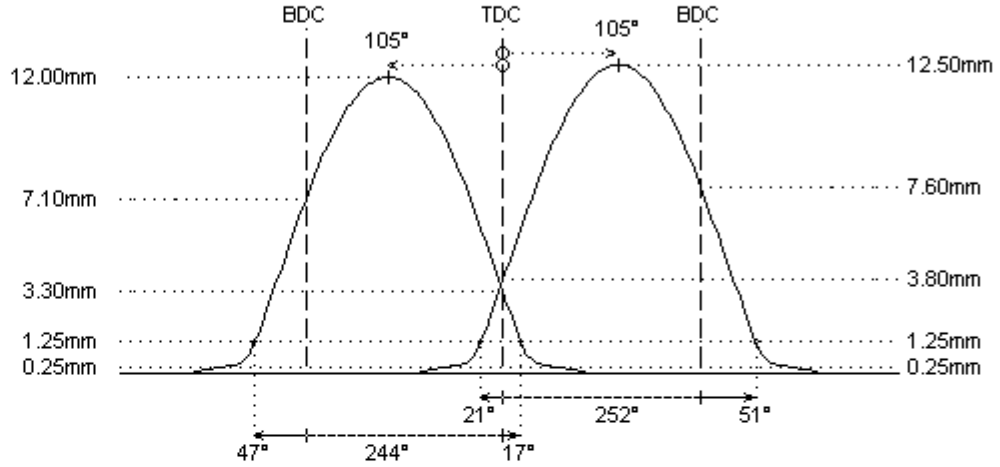
Suzuki G13B 100hp

I-4cyl 1.3L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 21° / 51°	47° / 17°
valve lift @ TDC	: 3.80mm	3.30mm
parts setup:		
cam wheels :	:	:
follower	: **CC011**	: **CC011**
valve lash	: **TS100**	: **TS100**
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: **99342/s**	: **99342/s**
lower retainer	: **INFO**	: **INFO**
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 82kg @ 14.0mm	: 82kg @ 14.0mm

REMARKS :

lift <= 11mm: lower retainer 99555 (40kg seat - 82kg@11mm)
lift > 11mm: lower retainer 99554 (30kg seat - 82kg@14mm)
use solid shims to adjust spring load if required #
double valve spring options



REMARKS :

- steel billet camshafts
- please carefully read about the different valve spring options

- valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

the skirt of the lash caps needs to be shortened to avoid interference with the valve keepers

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors