



183 welham road
norton, malton, north yorkshire YO17 9DU

telephone / fax

01653 691380

reg.no. 4972471

CAM TIMING & VALVE LASH – LARGE BORE ENGINES(1275 based)

Cam type : RE13-OT
LCA : 104.5 deg
Time cam in at : Split overlap on no.1 cylinder valves
 or - 104.5 deg ATDC at no.1 inlet valve
 or - 101.5 to 102 ATDC at no.1 inlet push rod

Valve Lash (Clearance): 0.016" with standard/1.3 ratio rockers
 0.020" with 1.5 ratio rockers
 Re-set to these values once engine is HOT.

Note: Use cam lube supplied smeared on LOBES only. Lightly oil cam follower walls with ordinary engine oil only when fitting in to block. The followers must be able to spin immediately at start up. It is imperative that new cam followers are used. It is also absolutely essential that a suitable engine oil is used. Many modern oils do not have sufficient protective phosphates in them for old style push-rod engines. Make sure the oil you are going to use is suitable for this type of engine. I use and recommend Torco Oils and Millers Oils. Castrol Classic works well for road-sports and short race type events. Castrol R40 vegetable based oil is still very good but must never be mixed with mineral based oils, including the cam lube supplied with this cam.

It is always preferable to time the cam in on 'split over-lap' as this negates minor manufacturing discrepancies and generally gives the best performance envelope. For further information on camshaft timing and methods on how to do it with or without certain 'professional' equipment please see the information on my web site in Calver's Corner, Camshafts, at -

<http://www.calverst.com/CC110F.htm>