

TABLE I
CAMSHAFT DATA (128-X1/9)

CAM	LOBE CENTERS (degrees) (1)	SEAT-TO-SEAT TIMING ASSUMING SPLIT OVERLAP (ref. only)	SEAT-TO-SEAT DURATION CRANK DEGREES (ref. only)	DURATION @ .050" GROSS LIFT CRANK DEGREES	GROSS PEAK INCHES	LIFT MM	COLD VALVE INCHES	LASH INCHES
Stock	112	18-62, 62-18	260	214	.355	9.02	.013	.016
SX-1	110	17-57, 57-17	254	220	.381	9.68	.012	.014
S-2	112	27-71, 71-27	278	240	.380	9.65	.013	.016
(2)B-3	108	40-76, 76-40	296	256	.415	10.54	.010	.012
(2)B-3	110	38-78, 78-38	296	256	.415	10.54	.010	.012
(2)(3)(4)F-2	108	47-83, 83-47	310	264	.464	11.79	.010	.012
(2)(3)(5)F-6	108	50-96, 96-50	316	272	.487	12.37	.010	.012

Notes:

- (1) Other lobe centers available on special order
- (2) These cams require extended valve stems or lash caps to accommodate a smaller than stock base circle
- (3) Special valve springs required to prevent coil bind
- (4) Recommended for G and F production racing
- (5) Recommended for 1200cc S.O.H.C. Dsr engines

ATTN: DLIX

ENJOY!
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