



BROWN & GAMMONS LTD

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BG 102 CAMSHAFT

Set the camshaft on standard timing chain marks. If required for accuracy check timing and adjust by offset key to inlet valve full open at 102° after TDC (top dead centre)

Tappets:	Inlet	0.014"
	Exhaust	0.016"
Valve lift:		0.410"

With high lift race cams the clearance between the exhaust valve and the block at full lift MUST be checked. There should be a minimum of 0.060" between the exhaust valve and the block at full lift. To obtain this clearance it will be necessary to machine the valve pockets in the top of the block. Care must be taken in this machining to avoid breaking through into the water jacket.

Valve springs must also be checked to ensure that they do not go coil bound at full lift. NB. Normal T Type valve springs are not suitable. Our special kit of springs is required.

This cam has been made with a larger base circle than standard to ensure that the valve movement accurately follows the cam profile. Depending on the amount that has been skimmed from the cylinder head the pushrods may require shortening. Ensure that a check is made on the pushrods fouling the rockers at full lift. We stock new shorter pushrods, part no. AAA3096PR.

Assemble the cam and followers with graphite running in compound and run the engine above 1500 rpm for the first hour.

ALWAYS fit new followers with a new cam