

CAMSHAFT INSTALLATION

Note: To avoid excessive and premature cam lobe wear it is important to use valve springs that provide the correct seat pressure.

We recommend standard spring pressure, certainly no more, unless you are consistently revving to 7000RPM!

Just enough spring pressure is required to ensure the valve stays closed when it should be, without valve bounce. Any more is too much and will put unnecessary load on the cam, possibly resulting in premature cam lobe failure.

When choosing valve springs it is also important to check that the extra lift of our performance cams does not result in coil binding on full lift. This should be checked (even with standard cams) with the head and the valve gear assembled and valve clearance correctly set. It should be possible to lever down the valve by an extra 3mm for safety. This requirement is entirely the responsibility of the installer, as Revington TR cannot measure the result of all the assembled components that affect choice of valve springs.

Please see the appropriate section in the Revington TR catalogue, or our website for a range of suitable springs.

Always use a proprietary cam installation lubricant to ensure the cam is properly lubricated during its first few hours of operation. Revington TR can supply a suitable product; order RTR5012 or RTR5012-1. See our website for details.

These notes are intended to help a competent installer. If you are in any doubt about your ability to install a cam properly, have a professional do it for you.

TECHNICAL SPECIFICATIONS

TR2-4A

	Part Number	Inlet Timing	Exhaust Timing	Duration	Clearances Inlet	(Hot) Exhaust	Cam Lift	Installation Fig. ATDC	Cam Identification
FAST ROAD CAM	RTR1057K	32°-58°	67°-23°	270°	0.016"	0.018"	0.287"	103°	RTR224

With a well-built engine this cam will increase power through the range, thus not dropping mid range torque, but increasing top end power.

SPRINT CAM	RTR1058K	37°-63°	73°-27°	280°	0.022"	0.024"	0.293"	103°	RTR234
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More power than RTR1057K, suitable for Road or occasional competition, power comes in at 2000 and tails off at 6000. Will pull without fuss from 1200 RPM in 4th gear.

RALLY CAM	RTR1059K	42°-68°	78°-32°	290°	0.022"	0.024"	0.309"	103°	RTRTH6
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More power again, but power starts at 2750 and continues to 7000. Engine produces good power but can be a little fussy in the mid range.

RACE CAM	RTR1060K	47°-73°	83°-37°	300°	0.022"	0.024"	0.324"	103°	RTRTH7
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Not suitable for road cars as power starts at 4000 RPM and extends to 8000 RPM if you dare!

TR5-6 AND 2.5PI

	Part Number	Inlet Timing	Exhaust Timing	Duration	Clearances Inlet	(Hot) Exhaust	Cam Lift	Installation Fig. ATDC	Cam Identification
FAST ROAD	RTR1061K	37°-63°	73°-27°	280°	0.022"	0.024"	0.290"	103°	RTR234

Slight improvement on standard CP cam. With a well-built engine this cam will increase power through the range thus not dropping mid-range torque, but increasing top end power.

SPRINT CAM	RTR1062K	37°-73°	73°-37°	290°	0.012"	0.014"	0.264"	108°	RTRV62
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This profile can be ground onto non-CP cams, producing good all round power and mid range torque.

RALLY CAM	RTR1063K	42°-68°	78°-32°	290°	0.022"	0.024"	0.309"	103°	RTRTH6
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More power again, but power starts at 2750 and continues to 7000. Engine produces good power but can be a little fussy in the mid-range if not subject to careful tuning.

RACE	RTR1064K	52°-78°	88°-42°	310°	0.022"	0.024"	0.339"	108°	RTR264
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Not suitable for road cars as power starts at 4000 RPM and extends to 8000 RPM if you dare! Can be timed at 103° for extra top end power.

TR7, 8 VALVE

	Part Number	Inlet Timing	Exhaust Timing	Duration	Clearances Inlet	(Hot) Exhaust	Cam Lift	Installation Fig. ATDC	Cam Identification
FAST ROAD	<i>RTR1139K</i>	34°-70°	70°-34°	284°	0.010"	0.010"	0.420"	108°	RTRDM1

Power band 2000 - 6000

TR7, 16 VALVE

	Part Number	Inlet Timing	Exhaust Timing	Duration	Clearances Inlet	(Hot) Exhaust	Cam Lift	Installation Fig. ATDC	Cam Identification
FAST ROAD	<i>RTR1140K</i>	34°-70°	70°-34°	284°	0.014"	0.016"	0.377"	108°	RTRMDS1
Power band 2000 - 6500									
RALLY	<i>RTR1141K</i>	46°-78°	78°-46°	304°	0.008"	0.010"	0.384"	106°	RTRDMS2

band 2500 - 7000 best results with twin 45 DCOE Weber or Delorto Carbs

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