

# YOSHIMURA®

## ST- R CAMSHAFT SET SUZUKI GSX-R750 【Parts No. 210-588-0100】

This product is designed for the racetrack use ONLY. Do not use this product on the public road.

- Be sure to read this manual carefully before starting to work.
- While in the installation, keep it at hand and proceed by following the procedure.
- This manual must be retained until the product is scrapped.
- This product has been developed for racetrack use only. Any other uses violate the

**! DANGER** : Indicates a potential hazard that could result in death, injury or engine breakdown.

**! CAUTION** : Indicates a potential hazard that could result in motorcycle damage.

**REFERENCE** : Indicates special information for smooth work.

### ● Applicable Model

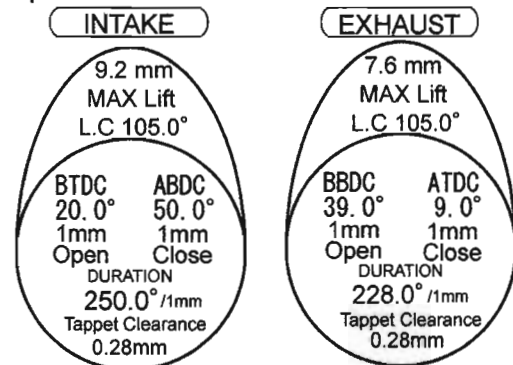
SUZUKI : GSX-R750 K4

**! DO NOT** use it for any other models.

### ● KIT Contents

No.	PART No.	DESCRIPTION	Q'ty
1	211-585-0110	CAMSHAFT, Intake	1
2	211-585-0120	CAMSHAFT, Exhaust	1
3	212-565-0100	SPROCKET, Cam	2
4	09103-07003-000	BOLT, Cam sprocket	4
5	220-585-0010	VALVE SPRING	8
6	221-567-1050	SEAT SIM t=0.5mm	8

### ● Specification



**NOTE** : Above Data are ONLY the designed numbers. The actual measured numbers may slightly differ from originally designed.

### ● Condition of use

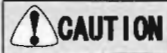
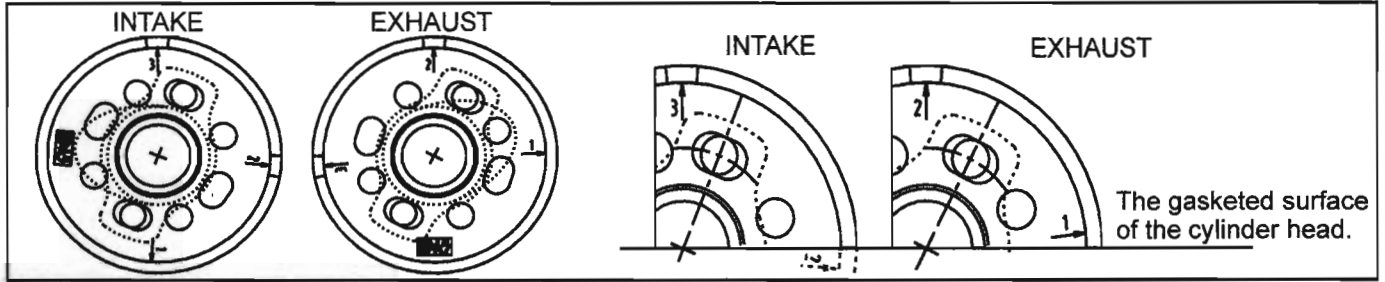
ECU	STANDARD ECU	KIT ECU
CAMSHAFTS		
INTAKE	VALVE SPRING(PARTS No.220-585-0010):REQUIRED	
EXHAUST	SEAT SIM t=0.5mm(PARTS No.221-567-1050):REQUIRED	

**! DANGER** This is a racing camshaft set with adjustable valve timing system. The valve timing MUST be adjusted to its lobe center before it is in use.

**! CAUTION** Be careful not to drop any parts into the crankcase. Disassembled parts should be cleaned and dried well.

※Camshaft removal and installation should be done in accordance with the SUZUKI genuine Service Manual.

FIG.1



An arrow marked "1" on the exhaust sprocket should point flush with above the gasketed surface of the cylinder head like the Fig.1 shown above.

### Checking portions

#### ● Check Items

- Valve retainers, Valve cotters, Valve springs, Valve seats and Valve lifters for wear or damage.
- Valves and Valve guides for looseness, wear or damage.
- Camshaft journal surfaces and camshafts for wear or damage.



Parts checking and consumable replacement **MUST** be done correctly. If neglect, engine damage could occur.

**NOTE:** Items other than above mentioned should be checked in accordance with the SUZUKI genuine Service Manual.

### Adjustment of Tappet Clearance

**NOTE:** Confirm that the tappet clearances are within the standard values.

#### ● Standard Values (Cold)

INTAKE : 0.25 ~ 0.30mm  
EXHAUST : 0.25 ~ 0.30mm



The Tappet clearances **MUST** be adjusted every time the camshafts are installed.

### Adjustment of Valve timing



- Thread Lock "Thread Lock Super 1303"(Parts No.99000-32030)**MUST** be applied to the cam sprocket bolts.
- Cam sprocket bolt : 25N·m

#### INTAKE valve timing at 1mm of Valve Lift

- IN Open : BTDC 20.0°
- IN Close : ABDC 50.0°
- Lobe Center : 105.0°

#### EXHAUST valve timing at 1mm of Valve Lift

- EX Open : BBDC 39.0°
- EX Close : ATDC 9.0°
- Lobe Center : 105.0°

### Break-In

1. Change the engine oil and put in a specified quantity.  
*Engine Oil Recommendation:* Higher than API-SF grade and SAE10W-40 ~ 15W50S
2. Remove the spark plugs and spin the engine by the electric starter to lubricate the surroundings of the camshafts well.



Electric starter **MUST** be run intermittently for 2 ~ 3 sec for more than twice. Continuous run may result in burnout of the starter motor.

3. Let it stand for several minutes, and then check the oil level. Add oil if the level is low.
4. Install the spark plugs.
5. Start the engine, check for engine oil leakage and let it idle until the oil temperature rises sufficiently.
6. For 100km~200km of running, the engine rpm should be kept below 5,000rpm.
7. For 200km~300km of running, the engine rpm should be kept below 6,000rpm.



During the break-in, avoid heavy loadings such as sudden starts and rapid accelerations.

8. When the break-in is completed, adjust the tappet clearances and check that there is no abnormal noise. If any abnormal noises are heard, disassemble and inspect the engine again.



When the engine is started to run, warm-up **MUST** always be done until the oil temperature rises sufficiently even the break-in is completed.

Quality control is implemented to all the products. If, however, any defect or failure should be found, please notify Yoshimura Japan through the selling dealer. Necessary technical service or replacement will be made. Due to improvement, the specifications and prices of the products are subjected to change without notice.

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