QED MotorSport Ltd

4 Soar Road, Quorn, Leicestershire, LE12 8BN
Tel: +44 (0)1509 412317 Fax: +44 (0)1509 416555

LOTUS TWINCAM Q420 CAMSHAFT DATA SHEET

Description:
The cam for serious road performance. A superb profile giving the best of both worlds. By virtue of its relatively short duration, low down torque is enhanced without compromising top end power. Obviously such a cam must be fitted with caution and requires careful attention to valve spring loading and valve/piston clearance.

Peak Power:	Peak Torque:
145-150 BHP @ 6500rpm	120lbft @ 5500rpm

Recommended supporting modifications:

10.5:1 Compression ratio
1.565 inlet valves
1.325 exhaust valves
Colsibro bronze valve guides
Q55 valve springs and retainers
(Race springs required for engine speeds >7000rpm)
Electronically managed ignition system

Technical details:

Expressed Period:	285 degrees
Maximum cam lift:	0.420"
Inlet fully open:	100 degrees after top dead centre
Inlet lift @ TDC:	0.155"
Inlet valve clearance:	0.004" - 0.006"
Exhaust fully open:	106 degrees before top dead centre
Exhaust lift @ TDC:	0.122"
Exhaust valve clearance:	0.007"-0.009"

26° — 30°

Recommended starting jets for carbs:

	Weber		Dellorto	
	40 DCOE	45 DCOE	40 DHLA	45 DHLA
Choke:	34	36	34	36
Main jet:	140	140	135	155
Air corrector:	155	180	150	170
Emulsion tube:	F16	F16	.5	.6
Idle jet:	45F8	50F8	50	55

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BURTON
needle Jet 200 X2 Ref: WEBJETNM.200
Needle VALVE DCOE 200 Qty 2

Our range of products has been developed for professional use in motor sport applications. It is expected that anyone using our products will have experience of working on engines and will follow normal engine workshop practice.
These notes are intended as a guideline only. It is the responsibility of the fitter to ensure that all components are sized, assembled, and fastened correctly to perform without future failure. We accept no responsibility for damage caused either to, or by, our products as a result of incorrect or inappropriate assembly or fitment.
The power figures quoted above are an example taken from an engine built and tested by QED MotorSport Ltd. These figures are representative of a typical engine but exact power figures may vary between engines.