

Shaving head with 9.5:1 pistons

Posted by lonestarppm - 20 Jul 2016 11:55

Shaving the heads will change the camshaft timing?

Is this compensated for?

According to the rules it looks like I can take 1.38mm off an otherwise original head.

I have 9.5:1 pistons.

"0.891in (22.62mm) for 9.5:1 pistons and 0.927in (23.54mm) for 10.2:1 pistons as measured in factory specified location and assume use of a stock 1.1 mm (.043in) head gasket. Factory repair 1.4mm (0.055in) head gaskets may also be used and their extra thickness must be taken into account if a head is inspected after being removed from the engine. For reference the factory specified head thickness is 24.0mm +/- 0.1 (.945 in +/- .004)."

thanks,

Mike

Re: Shaving head with 9.5:1 pistons

Posted by AgRacer - 25 Jul 2016 06:30

I'm no where near smart on engine building, but I can confirm that shaving the head as much as you can will alter the timing. We do allow the 2 degree offset key which I believe helps, but doesn't put everything back to optimal and may not even compensate enough to help you with the bump in compression you get from shaving. There are some very interesting discussions on rennlist concerning off set keys and timing. I'll see if I can find one of them for reference.
