

Engine build report – GX160K1 \_\_\_\_\_ / GX200 \_\_\_\_\_ Date: \_\_\_\_\_

Serial: \_\_\_\_\_ Owner: \_\_\_\_\_

Bore size: \_\_\_\_\_ Piston dia: \_\_\_\_\_ Piston clearance: \_\_\_\_\_

Ring Gap: \_\_\_\_\_ Rod Clearance: \_\_\_\_\_ Crank end play: \_\_\_\_\_

Cam Profile:

LIFT	EXHAUST			INTAKE		
	GX160K1	GX200	ACTUAL	GX160K1	GX200	ACTUAL
0.020	135	135		357	357	
0.050	152.5	154		13.5	16	
0.100	170.5	172		30	34.5	
0.200	216	219		75	83	
MAX (deg)	253			106.5		
MAX (in.)	0.230 max	0.227 max		0.227 max	0.225 max	
0.200	288.5	295		137.5	155	
0.100	334	347		182.5	205	
0.050	350.5	2		199	223	
0.020	9	17.5		214.5	240	
DURATION	233.5	242.5		217.5	243	
OVERLAP	12	20.5				

Head volume: \_\_\_\_\_ (0.0011" deck cut = 0.10cc)  
(21.00cc for GX160K1 / 28.00cc for GX200)

Spark Advance: \_\_\_\_\_ Key thickness: \_\_\_\_\_

Valve lash cold – Intake: \_\_\_\_\_ , Exhaust: \_\_\_\_\_

Compression test: \_\_\_\_\_ Leakdown rate, Top: \_\_\_\_\_ Mid: \_\_\_\_\_

Carburetor specs. Restrictor: \_\_\_\_\_ Main jet: \_\_\_\_\_ Pilot jet: \_\_\_\_\_

Emulsion tube: \_\_\_\_\_ Main air bleed: \_\_\_\_\_ Pilot air bleed: \_\_\_\_\_

Bolt torques (in.-lb.): Rod cap: 90 Side cover: 160 Head: 180  
Flywheel nut: 70-90 ft-lb

Notes: