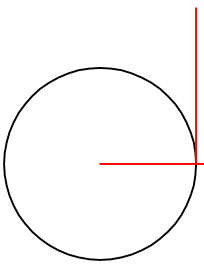
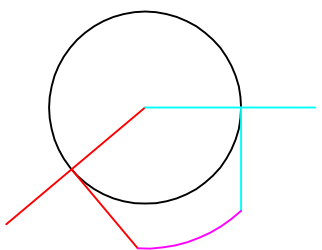
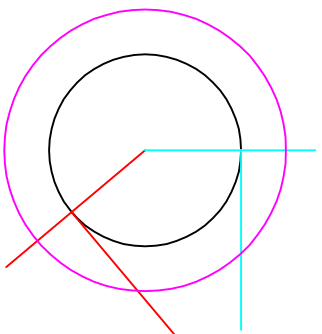
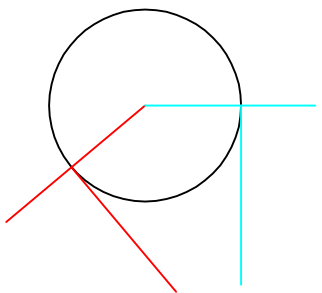
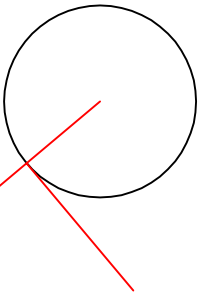


START LAYOUT.
DRAW A HORIZONTAL LINE



DRAW A HORIZONTAL LINE



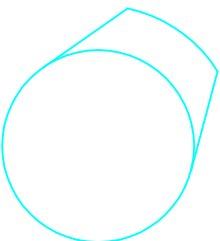
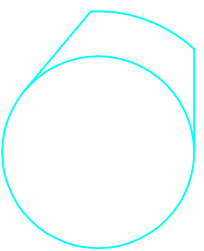
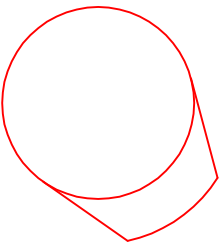
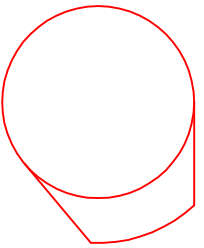
ROTATE LAYOUT 140 DEGREES.
(1/2 OF 280 DEGREES)

ESTABLISH A LIFT CIRCLE

TRIM LINES

DISREGARD CORNER RADIUS

It does matter but we're trying to simplify things.

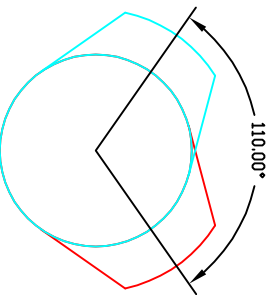


EXHAUST LOBE
WITH VALVE CLOSED

ROTATE -15 DEGREES
(1/2 OF 30 DEGREES)

INTAKE LOBE
WITH VALVE CLOSED

ROTATE 15 DEGREES
(1/2 OF 30 DEGREES)



Your lobe separation angle comes out to 110 degrees. This is based on your timing events. What isn't taken into consideration in this layout are the corner radii of the lobes and the calculated valve clearance you're going to use. When these two factors are added to the lobe shape it will take metal away from the cam and therefore decrease the timing so to be 100% correct the lobe will have to get wider at the top to maintain the numbers.

OVERLAP THE TWO DRAWINGS