

# T-Man Performance, Inc.

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## 510 TQ

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	19	37	510	236	99	0.182	100.5	36
Exhaust	41	17	510	238	102	0.173		

## 555TQ

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	19	37	555	236	99	0.186	100.5	36
Exhaust	41	17	555	238	102	0.176		

## 580 PS

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	21	39	580	240	99	0.187	101.5	39
Exhaust	46	18	580	244	104	0.182		

## 590PS-2

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	23	43	590	246	100	0.212	105	44
Exhaust	55	15	590	250	110	0.165		

## 625PS

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	23	41	625	244	99	0.215	100.5	44
Exhaust	45	21	625	246	102	0.204		

## 660SM

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	20	46	660	246	103	0.196	105.5	40
Exhaust	50	18	660	256	108	0.198		

## 660PS-2

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	20	46	660	246	103	0.196	105.5	40

Exhaust	56	20	660	256	108	0.198
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### 662-2PS

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	23	51	660	254	104	0.215	107	43
Exhaust	60	20	660	260	110	0.196		

### 680PS-2

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	24	56	680	260	106	0.221	109	46
Exhaust	66	22	680	268	112	0.208		

### M8-200

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Lift w/RR</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	4	16	460	475	200	96	96		6
Exhaust	40	2	460	475	222	109	87		

### M8-216-3PS

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Lift w/RR</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	9	27	475	487	216	99	118		18
Exhaust	47	9	475	487	236	109	114		

### M8-2652

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Lift w/RR</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	13	33	520	533	226	100	150		25
Exhaust	60	12	520	533	252	114	136		

### M8-3262

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Lift w/RR</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	14	38	590	605	232	102	150		27
Exhaust	69	13	590	605	262	118	136		

### M8-4059

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Lift w/RR</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	16	44	590	605	240	104	162		32
Exhaust	72	16	590	605	268	118	152		

**590 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	22	44	590	246	101	205	102.5	42
Exhaust	48	20	590	248	104	195		

**625 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	23	41	625	244	99	212	100.5	44
Exhaust	45	21	625	246	102	196		

**650 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	26	52	650	258	103	235	104.5	50
Exhaust	56	24	650	260	106	212		

**662-1 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	23	45	660	248	101	215	102.5	44
Exhaust	49	21	660	250	104	198		

**715 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	32	60	715	272	104	276	106	60
Exhaust	64	28	715	272	108	240		

**790-1 EVO**

	<u>Open</u>	<u>Close</u>	<u>Lift</u>	<u>Duration</u>	<u>Centerline</u>	<u>TDC</u>	<u>LSA</u>	<u>Overlap</u>
Intake	29	73	790	282	112	267	114	55
Exhaust	78	26	790	284	116	240		