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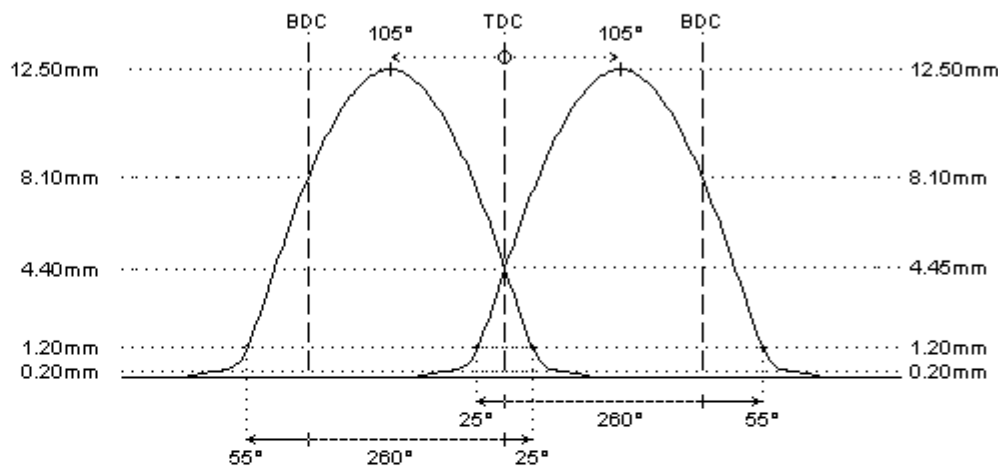
tarmac rally - race

Alfa Romeo NORD

I-4cyl 2.0L 8v DOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	298°
duration @ 1.0mm	: 260°	260°
valve lift	: 12.50mm	12.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 25° / 55°	55° / 25°
valve lift @ TDC	: 4.45mm	4.40mm
parts setup:		
cam wheels :	:	:
follower	: CC007	: CC007
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 102kg @ 12.5mm	: 102kg @ 12.5mm



REMARKS :

- # - steel billet, gundrilled for weight saving
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors

REMARKS :

- # different valve spring setups have been used in the original engines:
please double check the measurements and contact Catcams in case of doubt
- # if required, machine cylinder head and / or use solid shims to adjust spring load