

# 6300112

hot street - dirt track

Simca / Talbot Rally 1-2-3

I-4cyl 1.3L 8v OHV (FT/FT)



**intake**                      **exhaust**

### camshaft data:

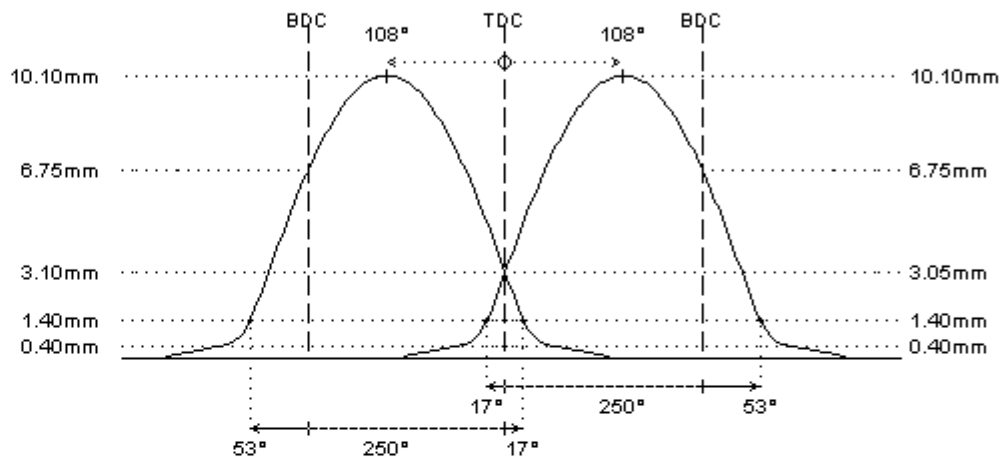
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 291°	291°
duration @ 1.0mm	: 250°	250°
valve lift	: 10.10mm	10.10mm
cam lift	: 6.75mm	6.75mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 17° / 53°	53° / 17°
valve lift @ TDC	: 3.05mm	3.10mm

### parts setup:

cam wheels :	:	:
follower	:  CAT063	:  CAT063
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-S10011	:  PAC-S10011
interior spring	:	:
fitted load / length	: 42kg @ 36.6mm	: 42kg @ 36.6mm
max. load / lift	: 99kg @ 11.5mm	: 99kg @ 11.5mm

### REMARKS :

# check distance between valve seal and retainer to be at least 0.6mm at full lift



### REMARKS :

- # Two types of camshafts exist in the small block Simca engines:
  - 63001xx: camshaft with 2 helix gears and anti clockwise rotation (used in the Rally 1/2/3)
  - 63004xx: camshaft with 1 helix gear and clockwise rotation (used in 1100Ti/Bagheera)
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors