

6300116

full race

Simca / Talbot Rally 1-2-3

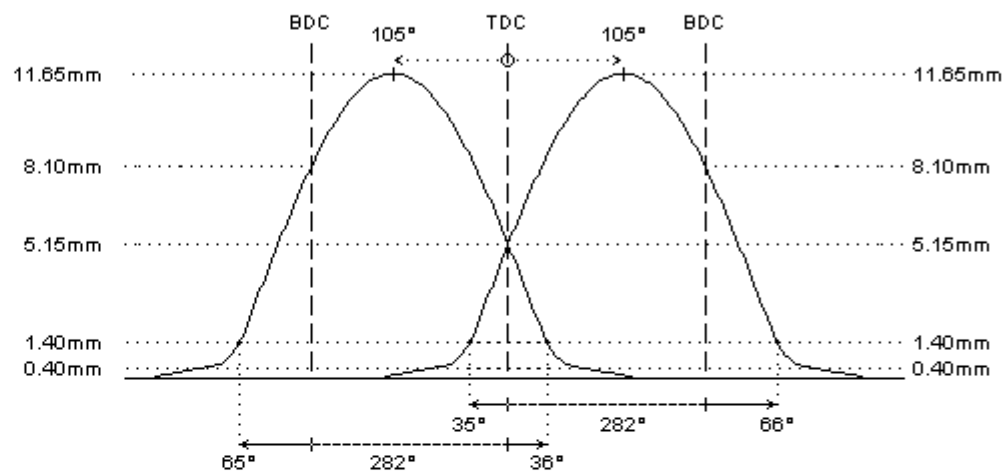
I-4cyl 1.3L 8v OHV (FT/FT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.40mm	0.40mm
duration @ 0.1mm	: 326°	326°
duration @ 1.0mm	: 281°	281°
valve lift	: 11.65mm	11.65mm
cam lift	: 7.75mm	7.75mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 35° / 66°	65° / 36°
valve lift @ TDC	: 5.15mm	5.15mm
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	: 99320	: 99320
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 97kg @ 12.5mm	: 97kg @ 12.5mm

REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # only for 8mm valvestem diameter



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 use in competition engines with independent engine management (throttle position sensor) or carburettors