

# 4600886

turbo conversion

Opel C20XE with distributor

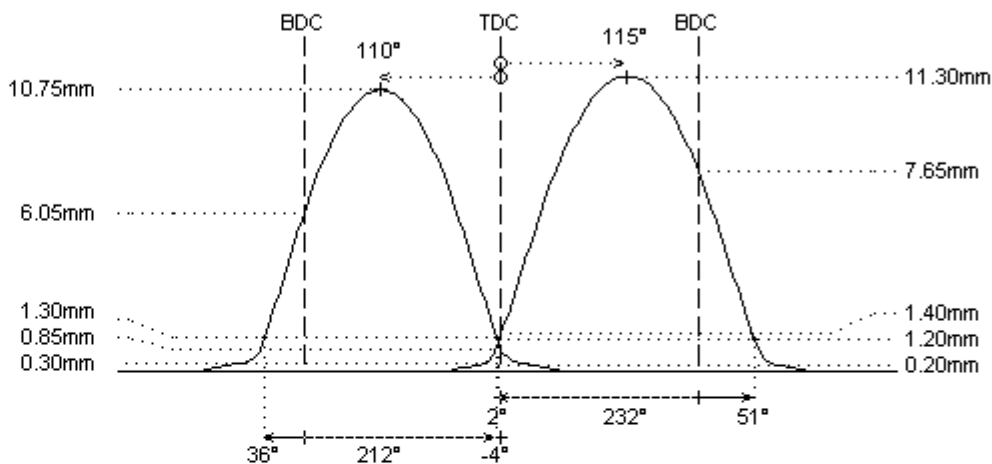
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.30mm
duration @ 0.1mm	: 261°	238°
duration @ 1.0mm	: 233°	212°
valve lift	: 11.30mm	10.75mm
cam lift	:	
lobe angle	: 115°	110°
timing @ 1.0mm	: 2° / 51°	36° / -4°
valve lift @ TDC	: 1.40mm	0.85mm
<b>parts setup:</b>		
cam wheels :	CSK5058	CSK5058
follower	CC004	CC004
valve lash	TS102	TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99341	99341
lower retainer	remove	remove
exterior spring	PAC-E92009	PAC-E92009
interior spring	PAC-I92009	PAC-I92009
fitted load / length	: 33kg @ 33.5mm	: 33kg @ 33.5mm
max. load / lift	: 94kg @ 12.5mm	: 94kg @ 12.5mm

### REMARKS :

# replace OEM lower retainer to obtain a correct installation / fitted length (currently not available)



### REMARKS :

- # - profiles for conversion to mechanic race cam followers
- camshafts available in cast iron or optional gundrilled steel billet (short competition version without distributor drive end)
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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