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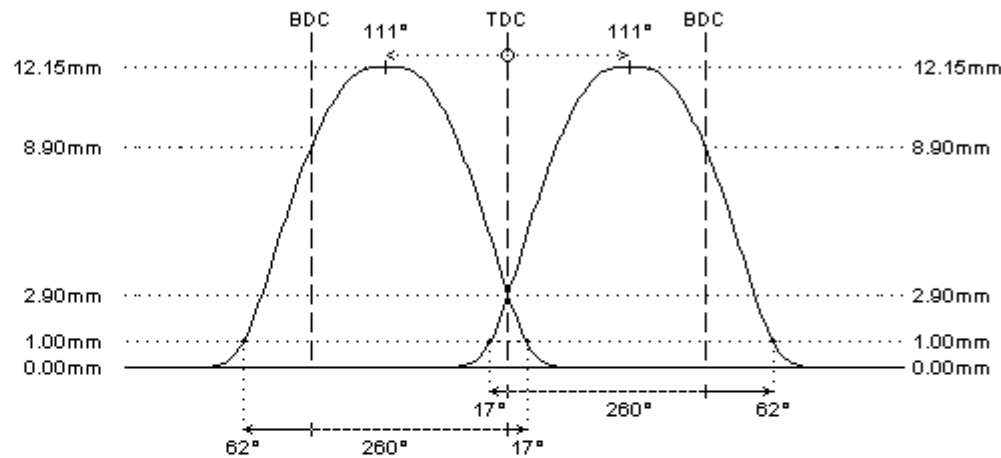
tarmac rally - race

Opel OHC big block (1.6 > 2.0L)

I-4cyl 2.0L 8v SOHC (RPH/RPH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 300°	300°
duration @ 1.0mm	: 259°	259°
valve lift	: 12.15mm	12.15mm
cam lift	: 7.15mm	7.15mm
lobe angle	: 111°	111°
timing @ 1.0mm	: 17° / 62°	62° / 17°
valve lift @ TDC	: 2.90mm	2.90mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
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	: ✗ not available	: ✗ not available
interior spring		
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm



REMARKS :

- # 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 :

Many different valve spring setups have been used in these engines. In most cases, the std spring can be replaced by PAC-S99008 or PAC-S99010 (check diameter). Please contact Cat Cams if a different setup must be used due to fitting, coil bind or valve float