

# 4600642

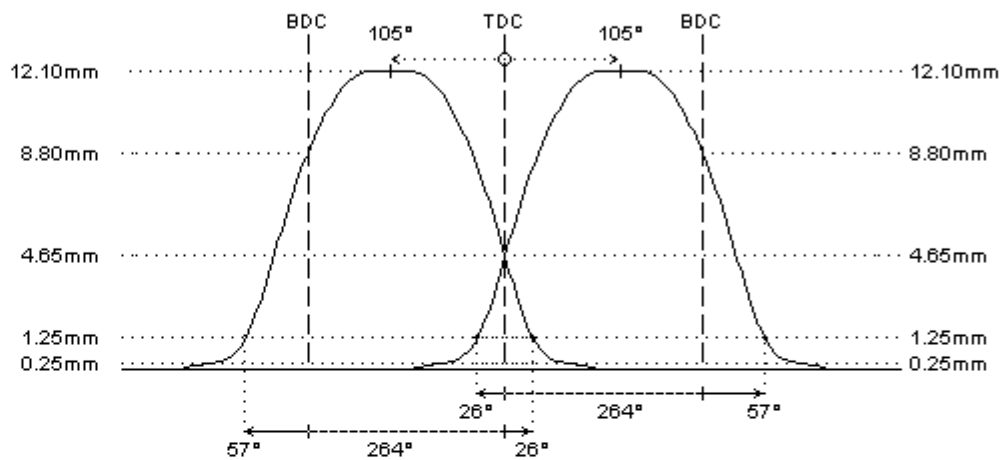
tarmac rally - race

Opel OHC big block (1.6 > 2.0L)

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 301°	301°
duration @ 1.0mm	: 263°	263°
valve lift	: 12.10mm	12.10mm
cam lift	: 7.15mm	7.15mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 26° / 57°	57° / 26°
valve lift @ TDC	: 4.65mm	4.65mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	:  CC081	:  CC081
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
- # FLAT NOSE cam design

### 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