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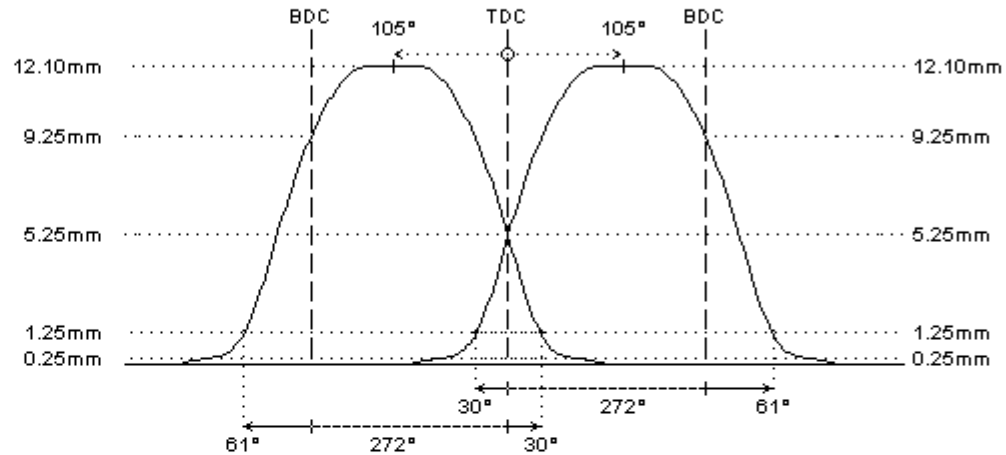
tarmac rally - race

Opel OHC big block (1.6 > 2.0L)

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 309°	309°
duration @ 1.0mm	: 271°	271°
valve lift	: 12.10mm	12.10mm
cam lift	: 7.15mm	7.15mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 30° / 61°	61° / 30°
valve lift @ TDC	: 5.25mm	5.25mm
parts setup:		
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