

# 4600644

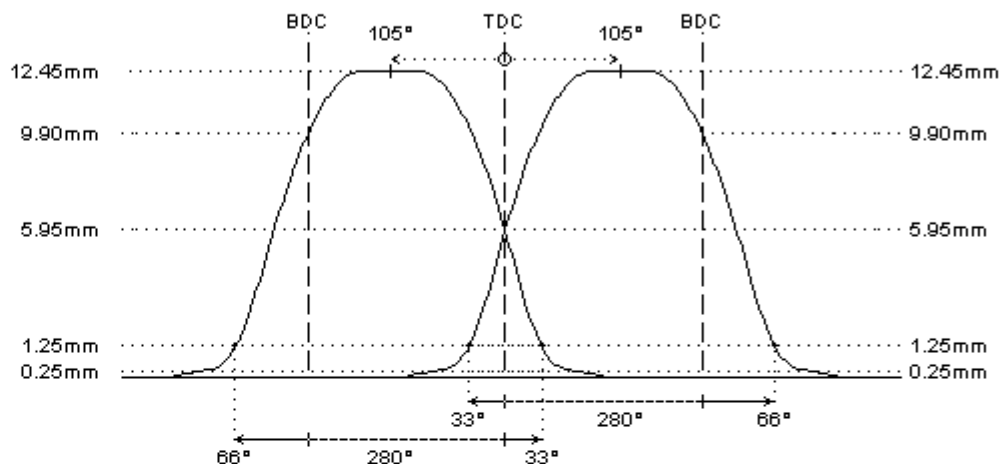
full race

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	: 318°	318°
duration @ 1.0mm	: 279°	279°
valve lift	: 12.45mm	12.45mm
cam lift	: 7.10mm	7.10mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 33° / 66°	66° / 33°
valve lift @ TDC	: 5.95mm	5.95mm
<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