4630109

tarmac rally - race

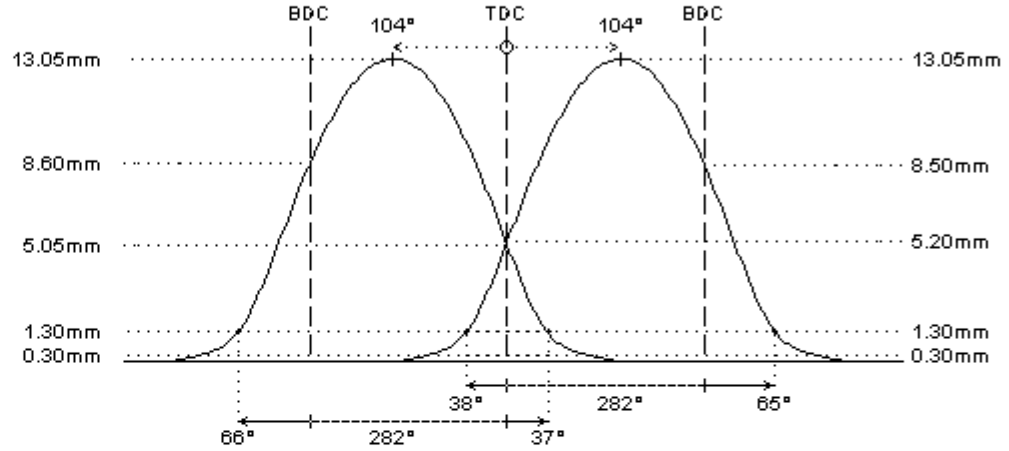
Opel CIH (1.6 > 2.4L)

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 341°	341°
duration @ 1.0mm	: 283°	283°
valve lift	: 13.05mm	13.05mm
cam lift	: 8.70mm	8.70mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 38° / 65°	66° / 37°
valve lift @ TDC	: 5.20mm	5.05mm
parts setup:		
cam wheels :	: **TOPCIH**	: **TOPCIH**
follower	: **CAT046**	: **CAT046**
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	: **PAC-S90006**	: **PAC-S90007**
interior spring		
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

in most engines, the std valve springs can be replaced by PAC-S99006 (intake) and PAC-S99007 (exhaust) without further modifications.



REMARKS :

- steel billet camshafts

Valve lift and timing specifications assume fixed rocker arm ratio of RR1,500. This can be obtained by replacing the O.E.M. rocker arms by the Catcams Roller rocker arms.

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors