

4630163

full race

Opel CIH (1.6 > 2.4L)

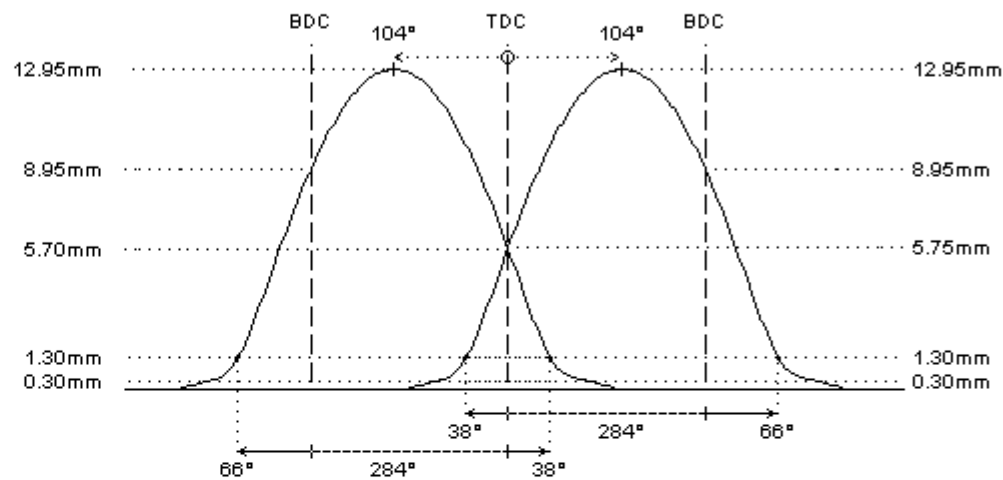
I-4cyl 2.0L 8v SOHC (FTH/FTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 334°	334°
duration @ 1.0mm	: 284°	284°
valve lift	: 12.95mm	12.95mm
cam lift	: 8.65mm	8.65mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 38° / 66°	66° / 38°
valve lift @ TDC	: 5.75mm	5.70mm
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 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