

4600105

tarmac rally - race

Opel CIH (1.6 > 2.4L)

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



intake exhaust

camshaft data:

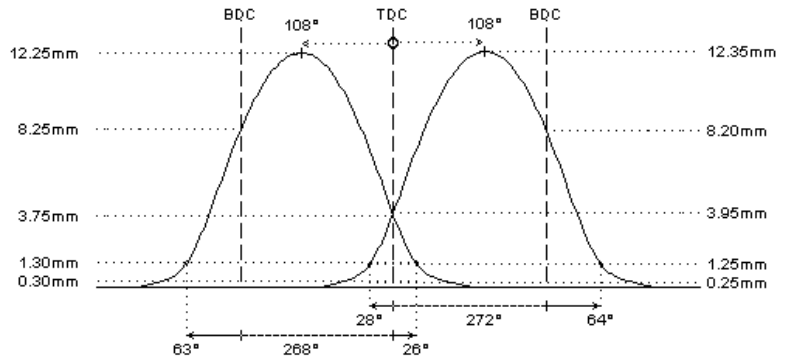
lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 331°	319°
duration @ 1.0mm	: 272°	269°
valve lift	: 12.35mm	12.25mm
cam lift	: 8.20mm	8.15mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 28° / 64°	63° / 26°
valve lift @ TDC	: 3.95mm	3.75mm

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-S90006 (intake) and PAC-S90007 (exhaust) without further modifications.



REMARKS :

- # - chilled cast iron 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 carburettors