

1030960

hot street - dirt track

Alfa Romeo 190hp

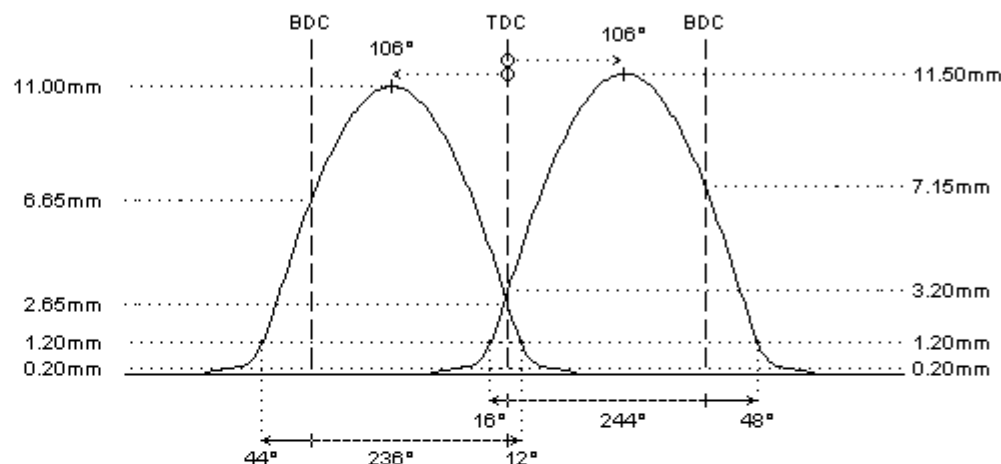
V-6cyl 2.5L 24v QOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	274°
duration @ 1.0mm	: 244°	236°
valve lift	: 11.50mm	11.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 48°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm
parts setup:		
cam wheels :	:	:
follower	: CC002	: CC002
valve lash	: TS102	: TS102
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-E99860	: PAC-E99860
interior spring	: PAC-I99860	: PAC-I99860
fitted load / length	: 36kg @ 32.0mm	: 36kg @ 32.0mm
max. load / lift	: 105kg @ 13.0mm	: 105kg @ 13.0mm

REMARKS :

check for clearance between inner valve spring and valve seal



REMARKS :

- # - 10309xx: V6 2.5L 24v engines (narrow valve & lobe spacing)
- # - 10329xx: V6 3.0-3.2L 24v engines (wide valve & lobe spacing)
- steel billet camshafts
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors