

1900117

tarmac rally - race

Fiat 126 500

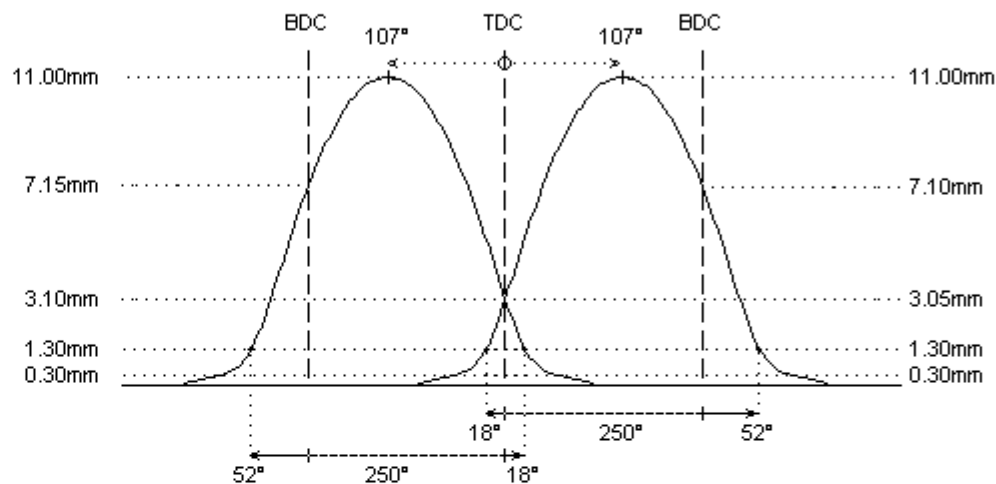
I-2cyl 0.6L 4v OHV (FT/FT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 297°	297°
duration @ 1.0mm	: 250°	250°
valve lift	: 11.00mm	11.00mm
cam lift	: 11.00mm	11.00mm
lobe angle	: 107°	107°
timing @ 1.0mm	: 18° / 52°	52° / 18°
valve lift @ TDC	: 3.05mm	3.10mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
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 :

- # original valve spring info is not available
- # valve spring kit can be developed on request

**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