

# 1900213

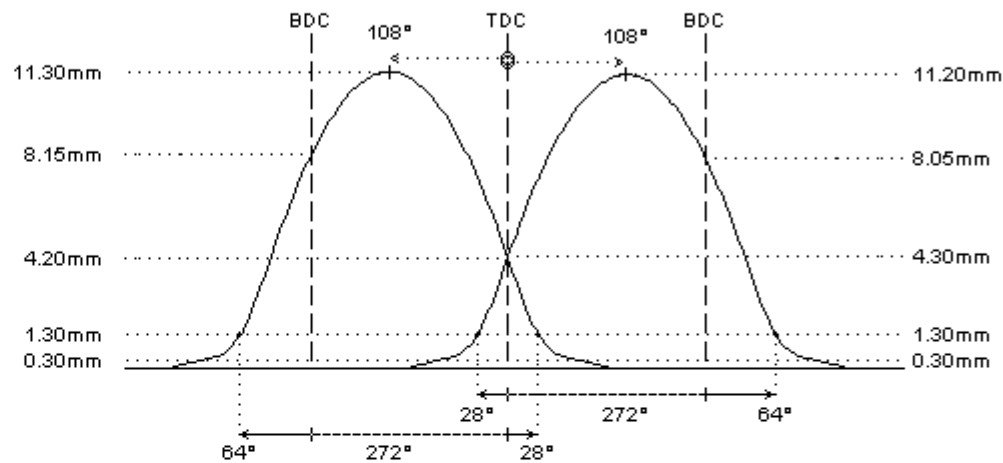
full race

Fiat 128 128

I-4cyl 1.3L 8v SOHC (DTs/DTs)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 324°	324°
duration @ 1.0mm	: 272°	272°
valve lift	: 11.20mm	11.30mm
cam lift	: 11.20mm	11.30mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 28° / 64°	64° / 28°
valve lift @ TDC	: 4.30mm	4.20mm
<b>parts setup:</b>		
cam wheels :	:  CTFI035	:
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E95009	:  PAC-E95009
interior spring	:  PAC-I95009	:  PAC-I95009
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 111kg @ 14.0mm	: 111kg @ 14.0mm



### REMARKS :

- # All camshafts have sleeve for distributor drive. X1/9 type camshafts with spline drive are NOT available
- # 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

### REMARKS :

- # if required, machine cylinder head and / or use solid shims to adjust spring load