

1900420

tarmac rally - race

Fiat 836 A3.000 Fiat Tipo 16v + Lancia Delta integrale

I-4cyl 2.0L 16v DOHC (DTs/DTs)



intake

exhaust

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 289°	280°
duration @ 1.0mm	: 262°	254°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 26° / 56°	52° / 22°
valve lift @ TDC	: 4.60mm	4.10mm

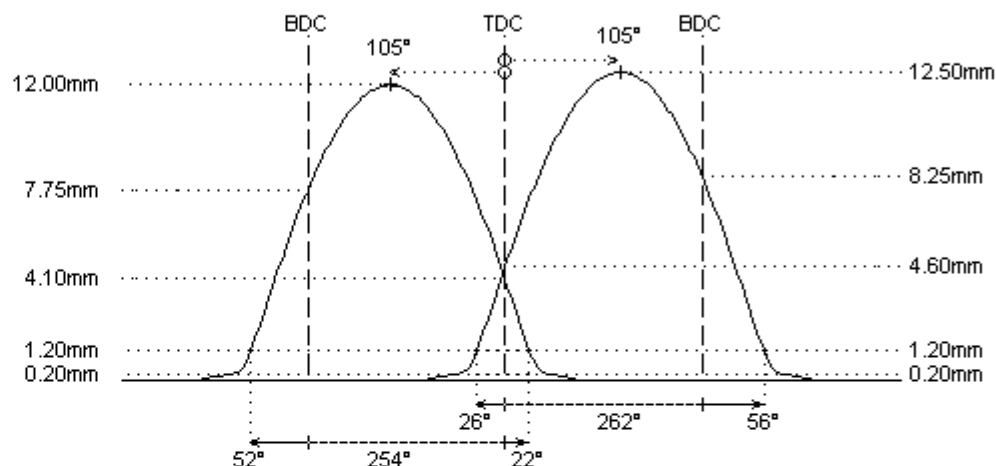
parts setup:

cam wheels :	CTFI036	CTFI036
follower	CC009	CC009
valve lash	TS102	TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99519/s	99519/s
lower retainer	remove	remove
exterior spring	PAC-E95009	PAC-E95009
interior spring	PAC-I95009	PAC-I95009

fitted load / length	: 36kg @ 35.0mm	: 36kg @ 35.0mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

REMARKS :

- # if required, machine cylinder head and / or use solid shims to adjust spring load
- # check free travel between retainer and valve seal and modify if required



REMARKS :

- # These camshafts can also be used in:
160 A5.000 (1756cc) / 154 E1.000 (1995cc) / M607 AA.18.0 (1995cc) / M619 AA2.0 (1995cc turbo)
- # 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
- # springs can be fitted directly on cylinderhead, use solid shims to adjust spring load if required
- # if required, machine cylinder head and / or use solid shims to adjust spring load
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors