

1900426

turbo conversion

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

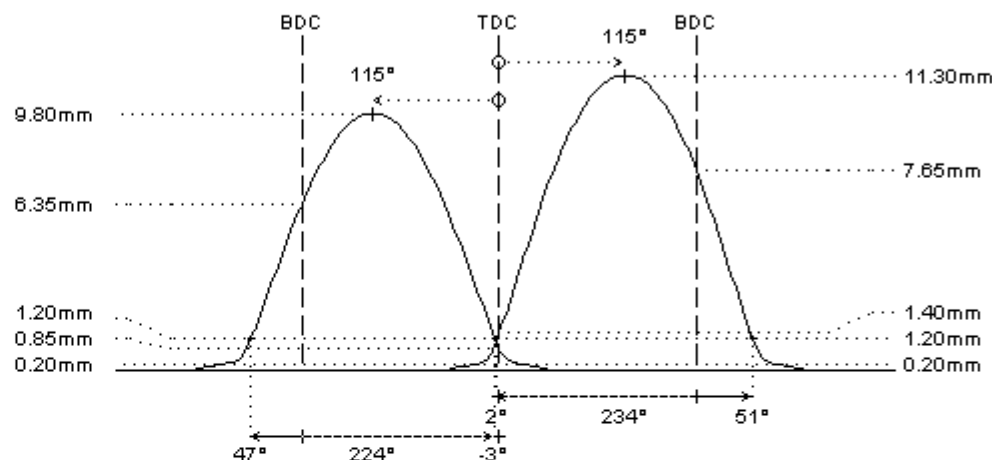
I-4cyl 2.0L 16v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 261°	256°
duration @ 1.0mm	: 233°	224°
valve lift	: 11.30mm	9.80mm
cam lift	: 11.30mm	9.80mm
lobe angle	: 115°	115°
timing @ 1.0mm	: 2° / 51°	47° / -3°
valve lift @ TDC	: 1.40mm	0.85mm
parts setup:		
cam wheels :	: CTFI036	: CTFI036
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	: 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
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors