

1900519

tarmac rally - race

Fiat 127 A3.000

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

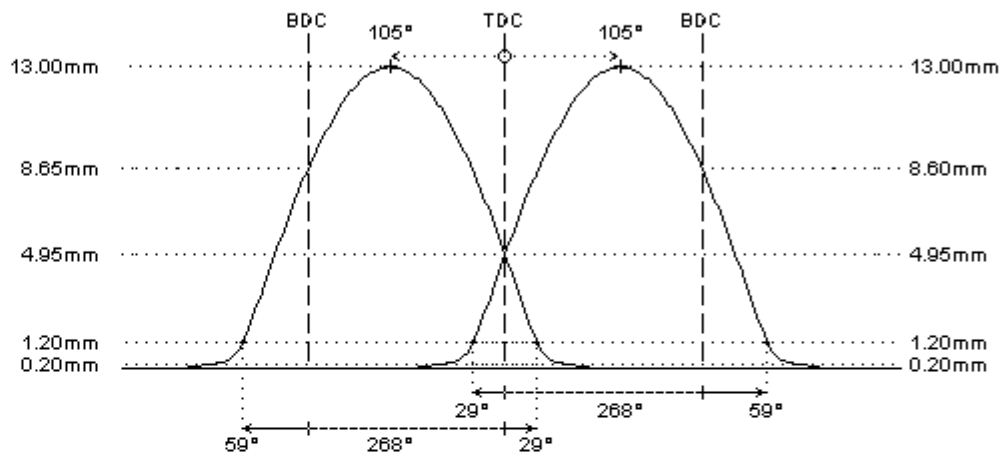


	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 307°	307°
duration @ 1.0mm	: 268°	268°
valve lift	: 13.00mm	13.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 29° / 59°	59° / 29°
valve lift @ TDC	: 4.95mm	4.95mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: 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 carburettors