

# 1900648

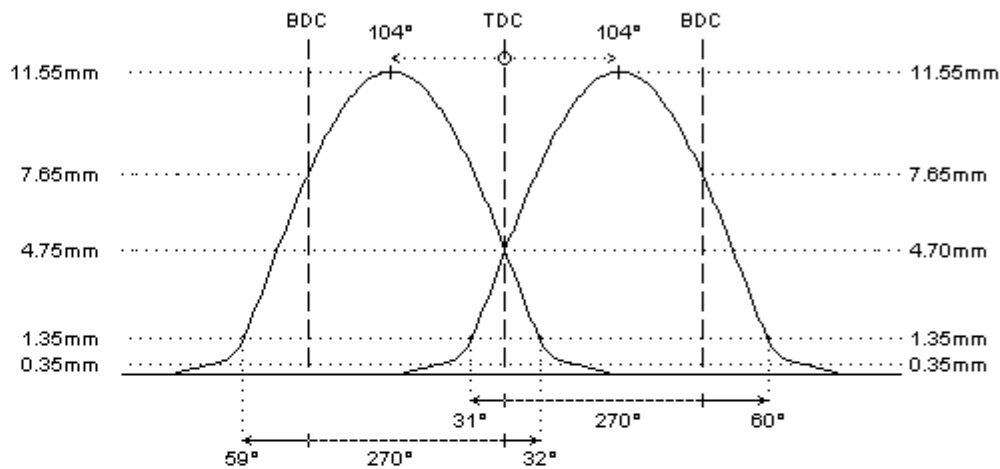
full race

Fiat A112 2.000

I-4cyl 1.0L 8v OHV (FT/FT)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 318°	318°
duration @ 1.0mm	: 271°	271°
valve lift	: 11.55mm	11.55mm
cam lift	: 8.25mm	8.25mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 31° / 60°	59° / 32°
valve lift @ TDC	: 4.70mm	4.75mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CAT050	:  CAT050
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	:  99366	:  99366
lower retainer	:  not available	:  not available
exterior spring	:  PAC-E92009	:  PAC-E92009
interior spring	:  PAC-I92009	:  PAC-I92009
fitted load / length	: 30kg @ 34.0mm	: 30kg @ 34.0mm
max. load / lift	: 89kg @ 12.0mm	: 89kg @ 12.0mm



### REMARKS :

- # - bearing diameters: 38.00 - 43.35 - 31.00mm
- indicate when cam core must be undercut for connection rod clearance (Abarth)
- # 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 :

- # replace std lower shim by flat shim (+/- 2mm)