

# 4600757

turbo conversion

Opel C20XE with distributor

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



## intake

## exhaust

### camshaft data:

|                  |            |           |
|------------------|------------|-----------|
| lash ramp        | : hydro    | hydro     |
| duration @ 0.1mm | : 278°     | 257°      |
| duration @ 1.0mm | : 238°     | 220°      |
| valve lift       | : 11.20mm  | 10.15mm   |
| cam lift         | :          |           |
| lobe angle       | : 110°     | 116°      |
| timing @ 1.0mm   | : 9° / 49° | 46° / -6° |
| valve lift @ TDC | : 2.10mm   | 0.50mm    |

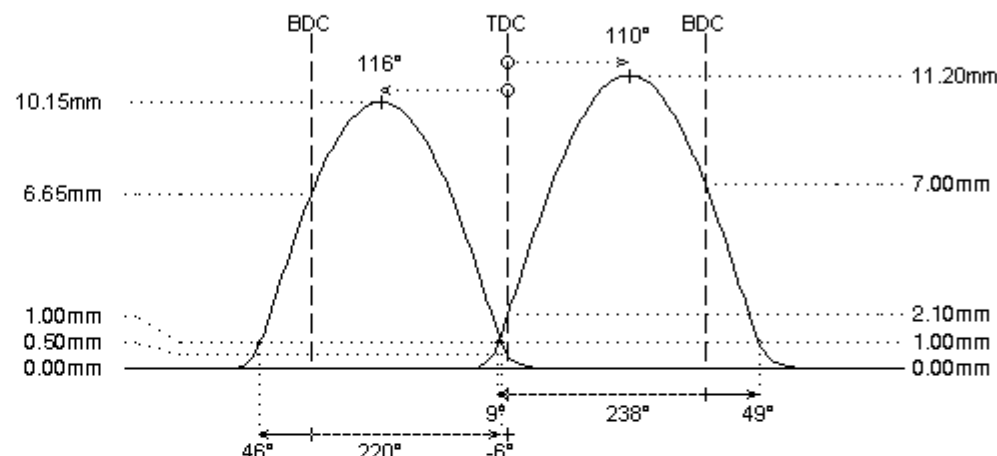
### parts setup:

|                   |            |            |
|-------------------|------------|------------|
| cam wheels :      | CSK5058    | CSK5058    |
| 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 :  | 99341      | 99341      |
| lower retainer :  | remove     | remove     |
| exterior spring : | PAC-E92009 | PAC-E92009 |
| interior spring : | PAC-I92009 | PAC-I92009 |

|                      |                 |                 |
|----------------------|-----------------|-----------------|
| fitted load / length | : 33kg @ 33.5mm | : 33kg @ 33.5mm |
| max. load / lift     | : 96kg @ 12.5mm | : 96kg @ 12.5mm |

### REMARKS :

- # replace OEM lower retainer to obtain a correct installation / fitted length (currently not available)



### REMARKS :

- # - profiles for use with original hydraulic cam followers
- # 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
- # for TURBO conversion (atmospheric to turbo)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors