

4600886

turbo conversion

Opel C20XE with distributor

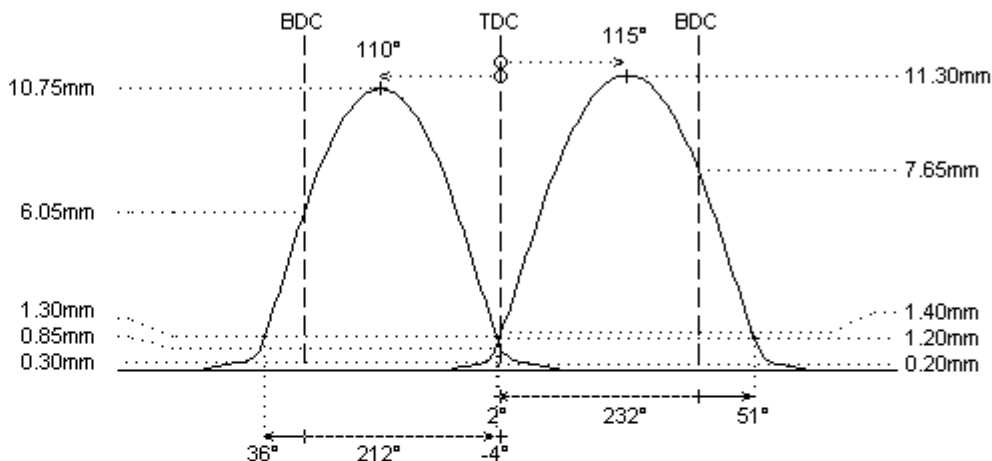
I-4cyl 2.0L 16v DOHC (DTH/DTH)



| | intake | exhaust |
|-----------------------|-----------------|-----------------|
| camshaft data: | | |
| lash ramp | : 0.20mm | 0.30mm |
| duration @ 0.1mm | : 261° | 238° |
| duration @ 1.0mm | : 233° | 212° |
| valve lift | : 11.30mm | 10.75mm |
| cam lift | : | |
| lobe angle | : 115° | 110° |
| timing @ 1.0mm | : 2° / 51° | 36° / -4° |
| valve lift @ TDC | : 1.40mm | 0.85mm |
| parts setup: | | |
| cam wheels : | CSK5058 | CSK5058 |
| follower | CC004 | CC004 |
| valve lash | TS102 | TS102 |
| 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 conversion to mechanic race cam followers
- camshafts available in cast iron or optional gundrilled steel billet (short competition version without distributor drive end)
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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