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tarmac rally - race

Opel X16XEL small block ecotec (1.4L-1.6L-X18XE1-Z18XE)

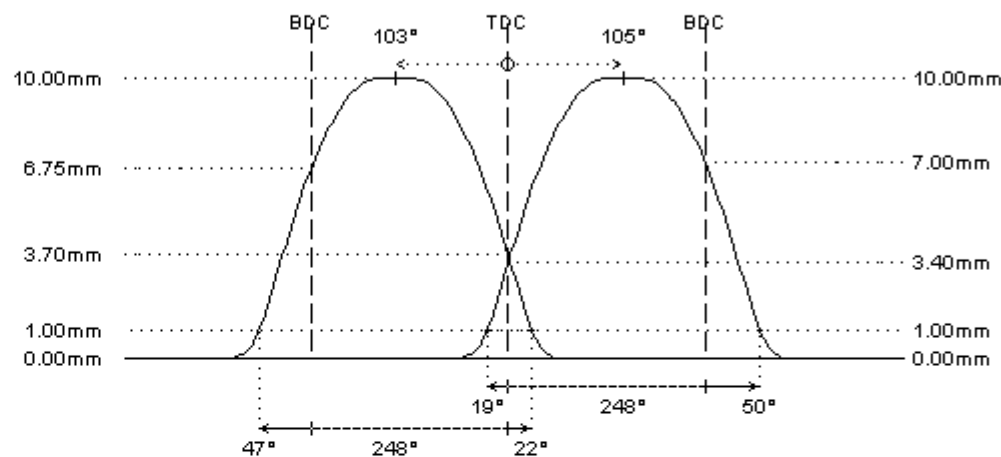
I-4cyl 1.6L 16v DOHC (DTH/DTH)

**intake****exhaust****camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 282°	282°
duration @ 1.0mm	: 249°	249°
valve lift	: 10.00mm	10.00mm
cam lift	:	
lobe angle	: 105°	103°
timing @ 1.0mm	: 19° / 50°	47° / 22°
valve lift @ TDC	: 3.40mm	3.70mm

parts setup:

cam wheels :	: CTOP015	: CTOP015
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	
fitted load / length	: 27kg @ 0.0mm	: 27kg @ 0.0mm
max. load / lift	: 60kg @ 10.0mm	: 60kg @ 10.0mm

REMARKS :**REMARKS :**

- # - camshafts for use in **1.4L-1.6L-X18XE1-Z18XE** short block 'ecotec' engines
- CAUTION: Opel has fitted different types of sprockets and camshafts with different dowel pin positions and cam lobes. Therefore it is required to check the std camshafts before ordering for sports applications!
- # 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