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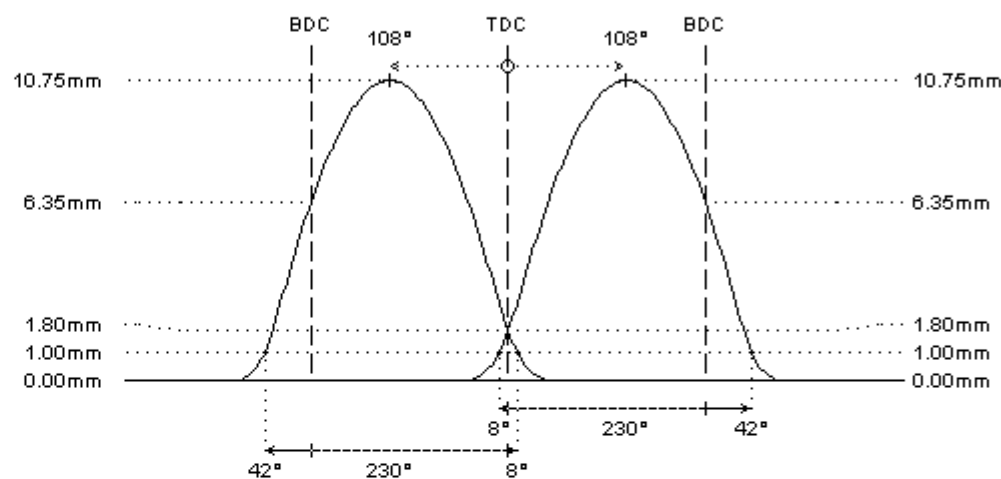
hot street - dirt track

Opel L850

I-4cyl 2.2L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 267°	267°
duration @ 1.0mm	: 230°	230°
valve lift	: 10.75mm	10.75mm
cam lift	: 6.40mm	6.40mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 8° / 42°	42° / 8°
valve lift @ TDC	: 1.80mm	1.80mm
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 :	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 @ 32.5mm	27kg @ 32.5mm
max. load / lift :	58kg @ 11.0mm	58kg @ 11.0mm

REMARKS :**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 dirt track applications and pro street use with adjustable engine management or carburetors