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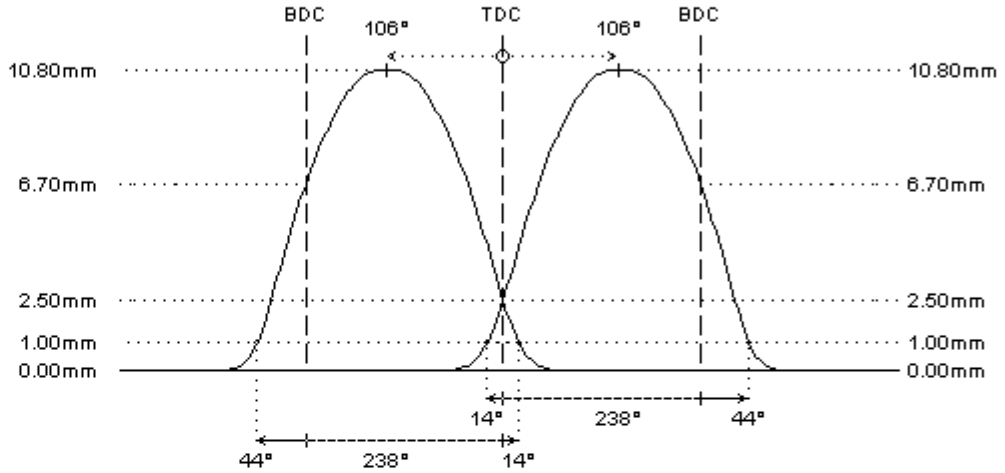
hot street - dirt track

Opel L850

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

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	278°
duration @ 1.0mm	: 238°	238°
valve lift	: 10.80mm	10.80mm
cam lift	: 6.40mm	6.40mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 14° / 44°	44° / 14°
valve lift @ TDC	: 2.50mm	2.50mm
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 camshafs 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 carburettors