4603504

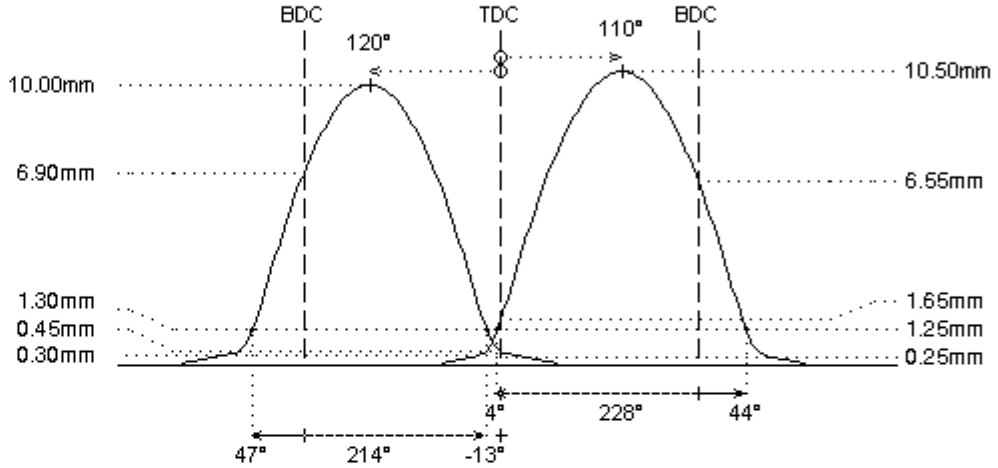
hot street - dirt track

Opel Z16LER 1.6L turbo (Z16LER, Z16LET, Z16LEL)

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 259°	250°
duration @ 1.0mm	: 228°	214°
valve lift	: 10.50mm	10.00mm
cam lift	: 10.50mm	10.00mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 4° / 44°	47° / -13°
valve lift @ TDC	: 1.65mm	0.45mm
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	: **99529/s**	: **99529/s**
lower retainer	: **99530/O**	: **99530/O**
exterior spring	: **PAC-E99864**	: **PAC-E99864**
interior spring		
fitted load / length	: 27kg @ 30.4mm	: 27kg @ 30.4mm
max. load / lift	: 59kg @ 11.0mm	: 59kg @ 11.0mm

REMARKS :



REMARKS :

\# -Compatible with Z16LER, Z16LET, Z16LEL
-Exhaust cam trigger needs to be transferred from oem camshaft

\# 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

\# for BIG TURBO conversion (std to big turbo)