

4603508

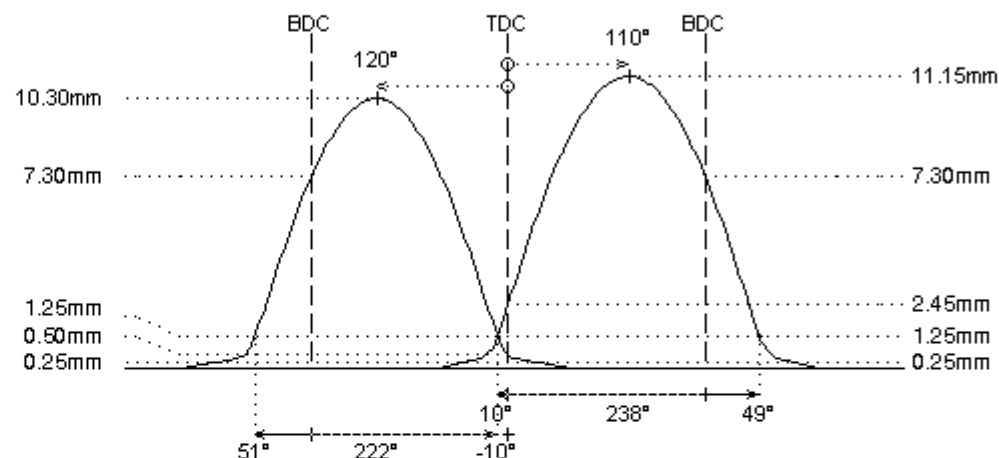
tarmac rally - race

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

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 274°	257°
duration @ 1.0mm	: 239°	221°
valve lift	: 11.15mm	10.30mm
cam lift	: 11.15mm	10.30mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 10° / 49°	51° / -10°
valve lift @ TDC	: 2.45mm	0.50mm
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	: 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 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 carburettors
- # for BIG TURBO conversion (std to big turbo)