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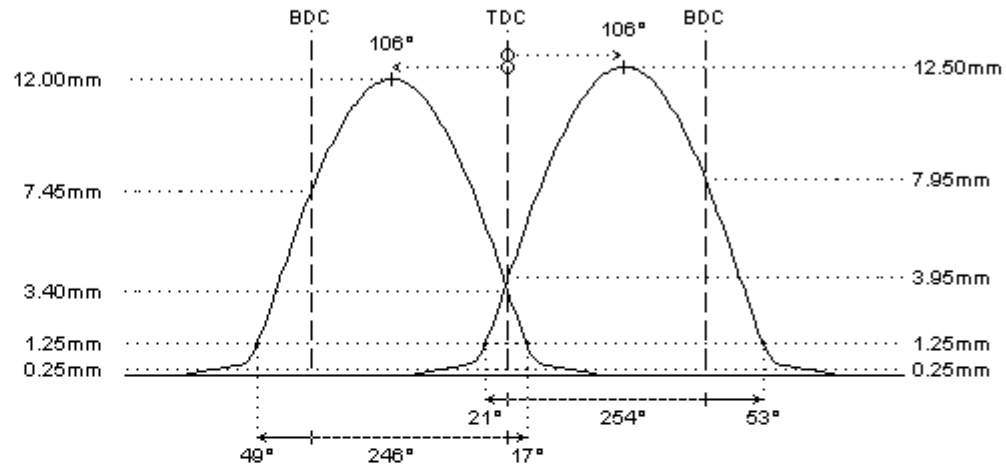
tarmac rally - race

Opel C20XE with distributor

I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 301°	293°
duration @ 1.0mm	: 254°	246°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 53°	49° / 17°
valve lift @ TDC	: 3.95mm	3.40mm
parts setup:		
cam wheels :	CSK5058	CSK5058
follower :	CC004	CC004
valve lash :	TS102	TS102
valve :	O.E.M.	O.E.M.
valve locks :	O.E.M.	O.E.M.
upper retainer :	99341	99341
lower retainer :	remove	remove
exterior spring :	PAC-E92009	PAC-E92009
interior spring :	PAC-I92009	PAC-I92009
fitted load / length :	33kg @ 33.5mm	33kg @ 33.5mm
max. load / lift :	96kg @ 12.5mm	96kg @ 12.5mm



REMARKS :

- # - profiles for conversion to mechanic race cam followers
- camshafts available in cast iron or optional gundrilled steel billet (short competition version without distributor drive end)
- # 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

REMARKS :

- # replace OEM lower retainer to obtain a correct installation / fitted length (currently not available)