

4610833

turbo conversion

Opel C20XE with distributor

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



intake

exhaust

camshaft data:

lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 269°	257°
duration @ 1.0mm	: 236°	221°
valve lift	: 12.25mm	10.50mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 8° / 48°	51° / -10°
valve lift @ TDC	: 2.30mm	0.60mm

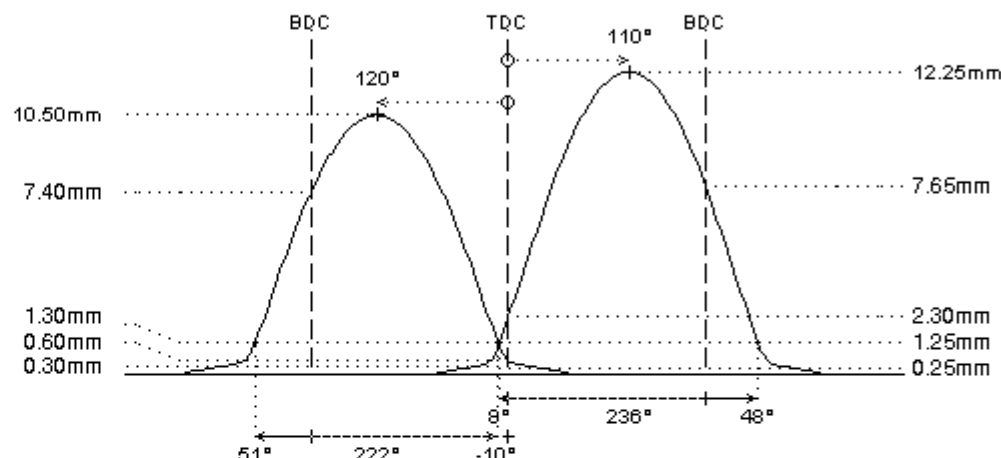
parts setup:

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 :

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



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)
- # Valve clearance is to be adjusted by applying flat shims under the mechanical follower. This is the most secure way of working
- # 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