7103218

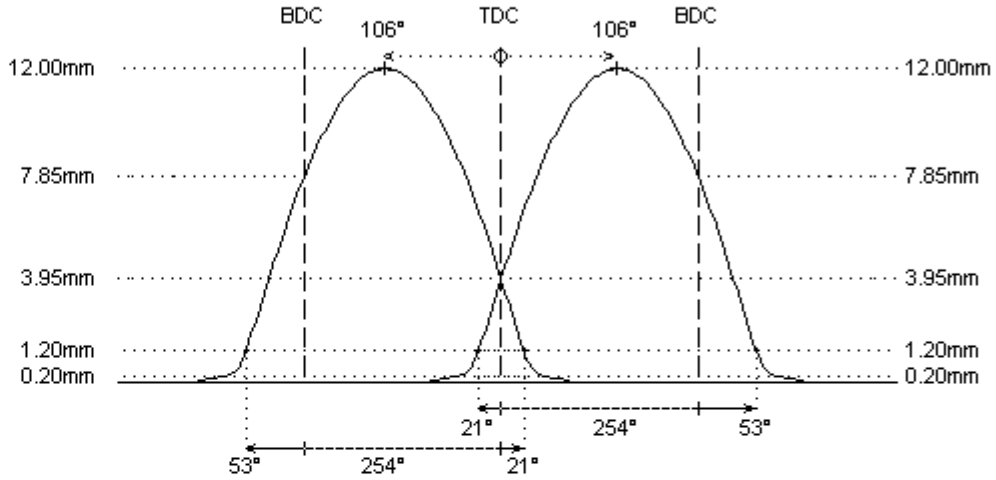
tarmac rally - race

Toyota 18R-G Carina 2000 GT 128hp

I-4cyl 2.0L 8v DOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 280°	280°
duration @ 1.0mm	: 254°	254°
valve lift	: 12.00mm	12.00mm
cam lift	: 12.00mm	12.00mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 53°	53° / 21°
valve lift @ TDC	: 3.95mm	3.95mm
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	: **PAC-E99859**	: **PAC-E99859**
interior spring	: **PAC-I99859**	: **PAC-I99859**
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



REMARKS :

\# replace STD spring by double spring [ref. 99859] on STD spring retainers. shim spring to fitted length of 34.5-35.5mm

\# 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