

7103220

full race

Toyota 18R-G Carina 2000 GT 128hp

I-4cyl 2.0L 8v DOHC



intake exhaust

camshaft data:

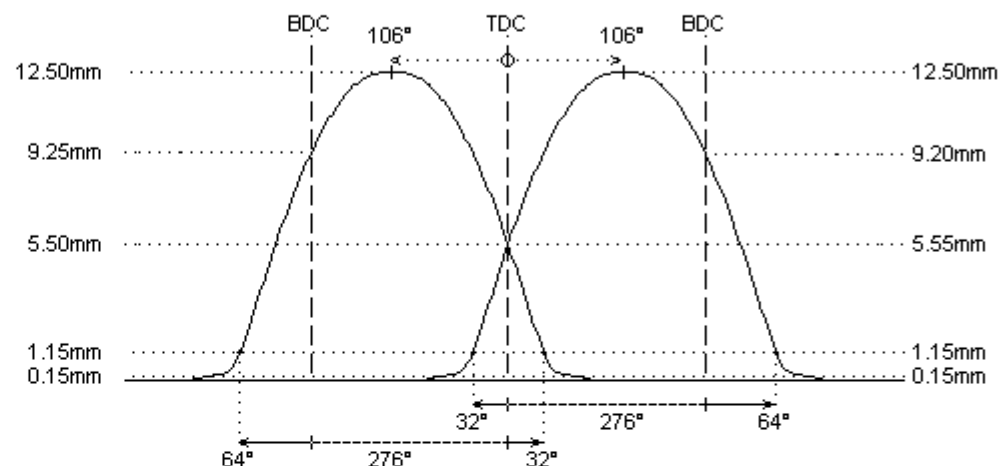
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 309°	309°
duration @ 1.0mm	: 276°	276°
valve lift	: 12.50mm	12.50mm
cam lift	: 12.50mm	12.50mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 32° / 64°	64° / 32°
valve lift @ TDC	: 5.55mm	5.50mm

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	: 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 :



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- # 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 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 carburettors