

7640298

tarmac rally - race

Volkswagen 827 (mechanic tappets, 8mm valves, RK-8H)

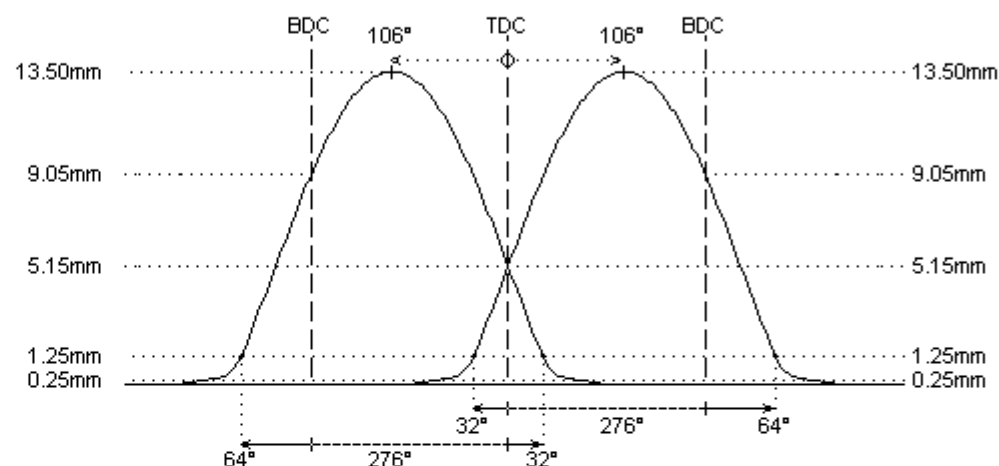
(DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 312°	312°
duration @ 1.0mm	: 276°	276°
valve lift	: 13.50mm	13.50mm
cam lift	: 13.50mm	13.50mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 32° / 64°	64° / 32°
valve lift @ TDC	: 5.15mm	5.15mm
parts setup:		
cam wheels :	: CCR3232	: CCR3232
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	: 99313	: 99313
lower retainer	: remove	: remove
exterior spring	: PAC-E99859	: PAC-E99859
interior spring	: PAC-I99859	: PAC-I99859
fitted load / length	: 41kg @ 34.0mm	: 41kg @ 34.0mm
max. load / lift	: 110kg @ 12.5mm	: 110kg @ 12.5mm

REMARKS :

- # if required, machine cylinder head and / or use solid shims to adjust spring load
- # ONLY for 8mm valves with single groove (RK-8H valve keepers)



REMARKS :

- # - camshafts for use with original cam followers (35mm) and lash adjustment shim (31mm) between cam follower and cam lobe
- race cam followers can not be used in these engines
- # 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