

# 1030241

hot street - dirt track

Alfa Romeo NORD

I-4cyl 1.3L 8v DOHC (DT/DT)



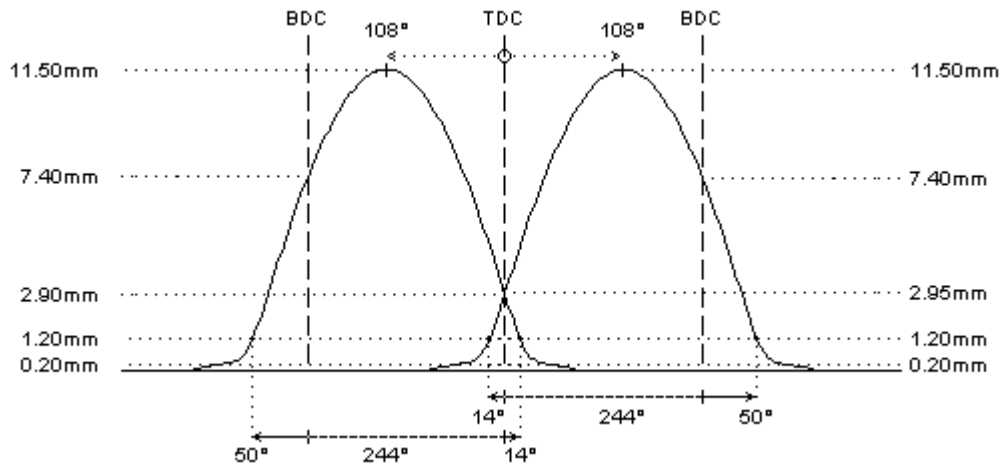
**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	282°
duration @ 1.0mm	: 244°	244°
valve lift	: 11.50mm	11.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 14° / 50°	50° / 14°
valve lift @ TDC	: 2.95mm	2.90mm

**parts setup:**

cam wheels :	:	:
follower	: <b>CC009</b>	: <b>CC009</b>
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	: <b>PAC-E95009</b>	: <b>PAC-E95009</b>
interior spring	: <b>PAC-I95009</b>	: <b>PAC-I95009</b>
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 102kg @ 12.5mm	: 102kg @ 12.5mm



**REMARKS :**

- # - steel billet, gundrilled for weight saving
- # 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

**REMARKS :**

# if required, machine cylinder head and / or use solid shims to adjust spring load