

# 1900317

tarmac rally - race

Fiat 105TC (Twin Cam)

I-4cyl 1.6L 8v DOHC (DTs/DTs)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 303°	303°
duration @ 1.0mm	: 267°	267°
valve lift	: 11.15mm	11.15mm
cam lift	: 11.15mm	11.15mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 28° / 59°	58° / 29°
valve lift @ TDC	: 4.50mm	4.45mm

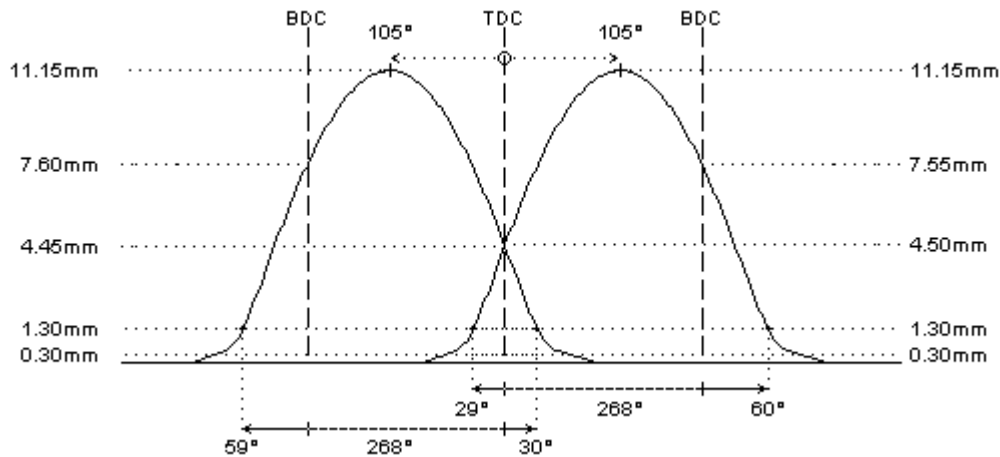
**parts setup:**

cam wheels :	: <b>CTFI035</b>	: <b>CTFI035</b>
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	: <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	: 111kg @ 14.0mm	: 111kg @ 14.0mm

**REMARKS :**

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



**REMARKS :**

- # There are 3 different partnumber ranges: 1 for each type of distributor drive:
  - PN19003xx: distributor fitted on the engine block (not driven by camshaft)
  - PN19113xx: distributor driven by a sleeve at the rear of the exhaust camshaft
  - PN19123xx: distributor drive gear between the camlobes of the exhaust camshaft. 2 versions exist: only right geared camshafts are available!

Please make sure to order the correct camshaft for your engine, corresponding with the correct partnumber range. On the website, only the "PN19003xx" partnumber range is shown, the last two digits (xx) are the same for the same cam profiles

- # 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

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# ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors