

1900647

full race

Fiat A112 2.000

I-4cyl 1.0L 8v OHV (FT/FT)



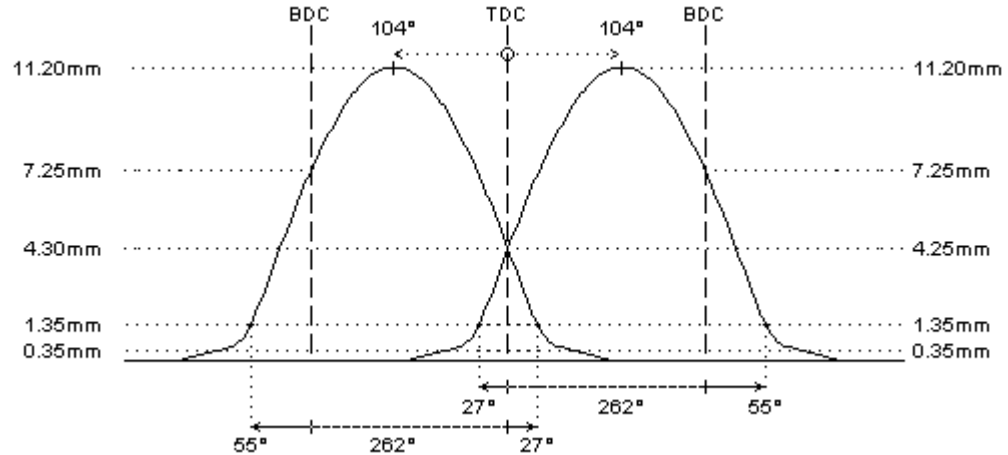
intake **exhaust**

camshaft data:

lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 311°	311°
duration @ 1.0mm	: 262°	262°
valve lift	: 11.20mm	11.20mm
cam lift	: 8.00mm	8.00mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 27° / 55°	55° / 27°
valve lift @ TDC	: 4.25mm	4.30mm

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	: 99366	: 99366
lower retainer	: not available	: not available
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 30kg @ 34.0mm	: 30kg @ 34.0mm
max. load / lift	: 89kg @ 12.0mm	: 89kg @ 12.0mm



REMARKS :

- # - bearing diameters: 38.00 - 43.35 - 31.00mm
- indicate when cam core must be undercut for connection rod clearance (Abarth)
- # 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 carburetors

REMARKS :

replace std lower shim by flat shim (+/- 2mm)