

4600163

full race

Opel CIH (1.6 > 2.4L)

I-4cyl 2.0L 8v SOHC (FTH/FTH)



intake

exhaust

camshaft data:

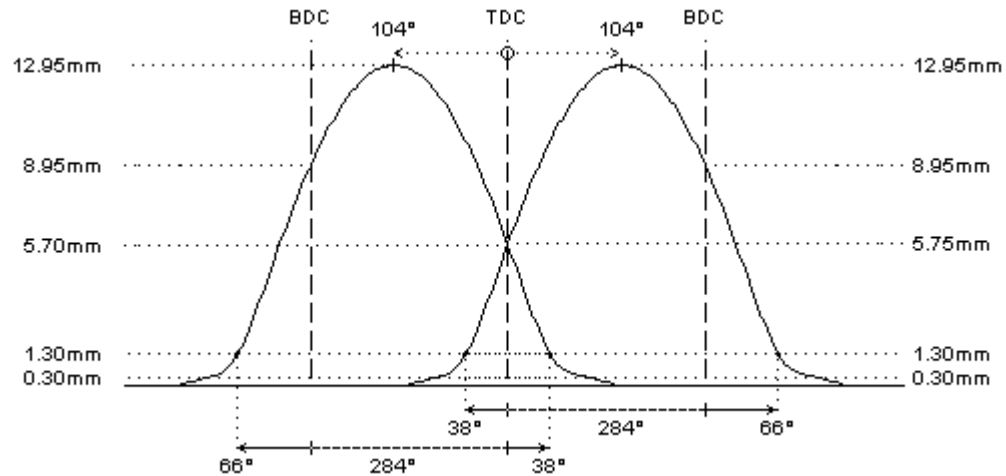
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 326°	326°
duration @ 1.0mm	: 284°	284°
valve lift	: 12.95mm	12.95mm
cam lift	: 8.65mm	8.65mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 38° / 66°	66° / 38°
valve lift @ TDC	: 5.75mm	5.70mm

parts setup:

cam wheels :	: TOPCIH	: TOPCIH
follower	: CAT046	: CAT046
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-S90006	: PAC-S90007
interior spring		
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

in most engines, the std valve springs can be replaced by PAC-S99006 (intake) and PAC-S99007 (exhaust) without further modifications.



REMARKS :

- # - chilled cast iron camshafts
- # Valve lift and timing specifications assume fixed rocker arm ratio of RR1,500. This can be obtained by replacing the O.E.M. rocker arms by the Catcams Roller rocker arms.
- # 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