

# 4603114

hot street - dirt track

Opel L850

I-4cyl 2.2L 16v DOHC (RPRH/RPRH)



**intake**                      **exhaust**

**camshaft data:**

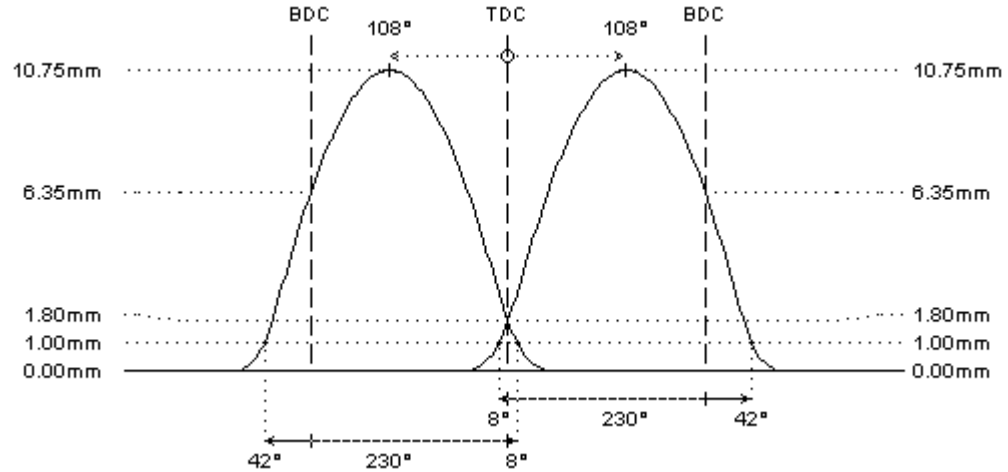
lash ramp	: hydro	hydro
duration @ 0.1mm	: 267°	267°
duration @ 1.0mm	: 230°	230°
valve lift	: 10.75mm	10.75mm
cam lift	: 6.40mm	6.40mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 8° / 42°	42° / 8°
valve lift @ TDC	: 1.80mm	1.80mm

**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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:

fitted load / length	: 27kg @ 32.5mm	: 27kg @ 32.5mm
max. load / lift	: 58kg @ 11.0mm	: 58kg @ 11.0mm

**REMARKS :**



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- # 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