

1030524

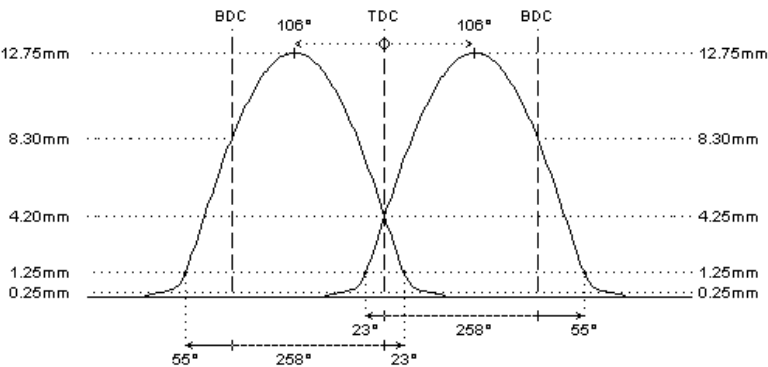
tarmac rally - race

Alfa Romeo AR67201, ... Twin Spark
I-4cyl 2.0L 8v DOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 293°	293°
duration @ 1.0mm	: 258°	258°
valve lift	: 12.75mm	12.75mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 23° / 55°	55° / 23°
valve lift @ TDC	: 4.20mm	4.25mm
parts setup:		
cam wheels :	:	:
follower	: CC007	: CC007
valve lash	: TS103	: TS103
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-E15009	: PAC-E15009
interior spring	: PAC-I15009	: PAC-I15009
fitted load / length	: 30kg @ 36.0mm	: 38kg @ 34.5mm
max. load / lift	: 111kg @ 15.0mm	: 111kg @ 13.5mm

REMARKS :



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- # **IMPORTANT:** 3 types of intake camshafts are available:
1/ **10305xx:** vanos with 1 oil hole in the front bearing, oil groove in the middle of the bearing
2/ **10325xx:** vanos with 2 oil holes in the front bearing, oil groove at the end of the bearing
3/ **10335xx:** for use without vanos (like exhaust camshaft)

Please indicate the type of intake camshaft you need when ordering and use the correct partnumber digits, corresponding with the correct type of camshaft. All camshafts are steel billet and gundrilled for weight reduction
- # valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according the application:
 - plates available in different diameters and thickness
 - cups for different valve stem diameters. these center on either tappet or valve stem
 - other specific shapes available on request
- # **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 carburettors