

1900439

turbo conversion

Fiat 836 A3.000 Fiat Tipo 16v + Lancia Delta integrale

I-4cyl 2.0L 16v DOHC (DTs/DTs)



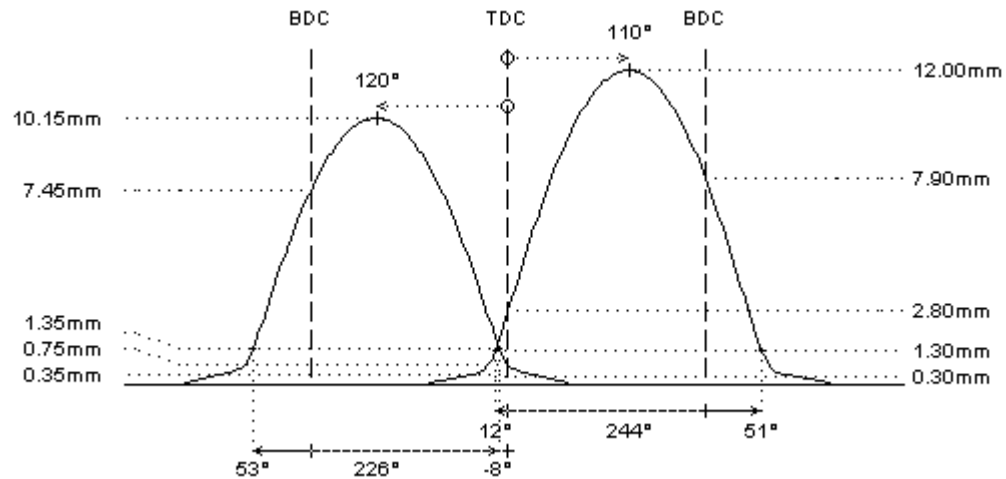
	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.40mm
duration @ 0.1mm	: 279°	261°
duration @ 1.0mm	: 243°	224°
valve lift	: 12.00mm	10.15mm
cam lift	: 12.00mm	10.15mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 12° / 51°	52° / -8°
valve lift @ TDC	: 2.80mm	0.80mm

parts setup:

cam wheels :	: CTFI036	: CTFI036
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	: 99399/s	: 99399/s
lower retainer	: remove	: remove
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 36kg @ 35.0mm	: 36kg @ 35.0mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

REMARKS :

check free travel between retainer and valve seal and modify if required



REMARKS :

- # These camshafts can also be used in:
160 A5.000 (1756cc) / 154 E1.000 (1995cc) / M607 AA.18.0 (1995cc) / M619 AA2.0 (1995cc turbo)
- # 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