

# 4600320

hot street - dirt track

Opel OHC small block (1.2 > 1.6L)

I-4cyl 1.6L 8v SOHC (RPH/RPH)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 287°	287°
duration @ 1.0mm	: 238°	238°
valve lift	: 11.35mm	11.35mm
cam lift	: 6.55mm	6.55mm
lobe angle	: 103°	99°
timing @ 1.0mm	: 14° / 44°	40° / 18°
valve lift @ TDC	: 2.45mm	2.95mm

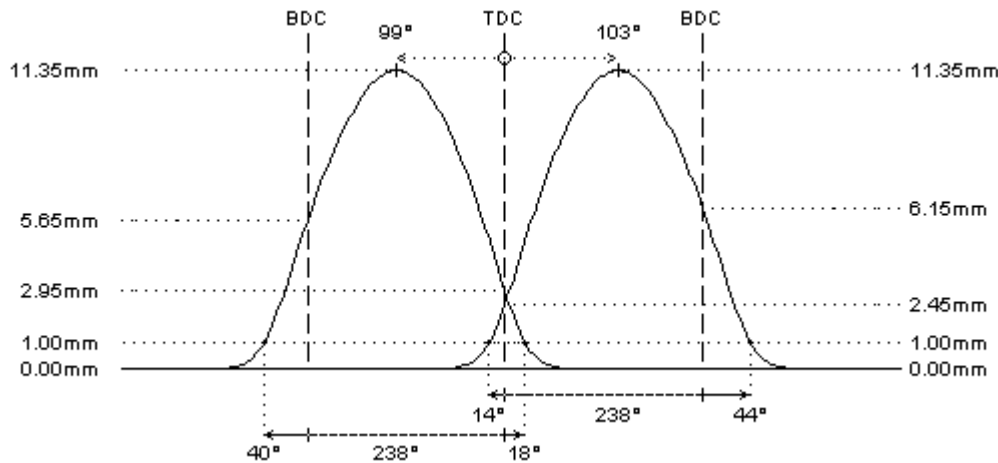
**parts setup:**

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	: <b>✗ not available</b>	: <b>✗ not available</b>
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

**REMARKS :**

# Many different valve spring setups have been used in these engines. In most cases, the std spring can be replaced by **PAC-S99863**. Please contact Cat Cams if a different setup must be used due to fitting, coil bind or valve float



**REMARKS :**

- # 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