

1900513

sport

Fiat 127 A3.000

I-4cyl 1.3L 8v SOHC (DT/DT)

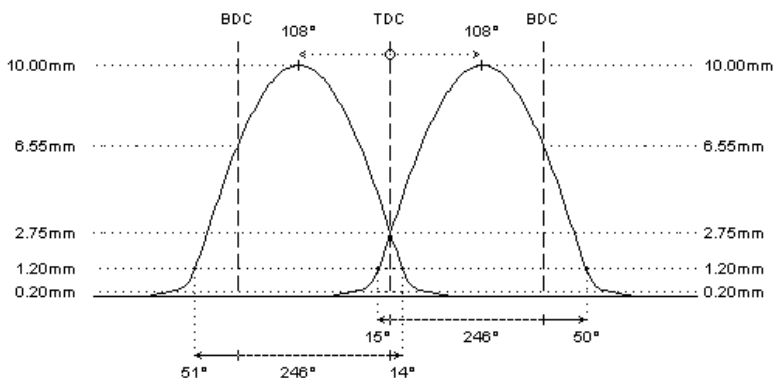


	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 283°	283°
duration @ 1.0mm	: 245°	245°
valve lift	: 10.00mm	10.00mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 15° / 50°	51° / 14°
valve lift @ TDC	: 2.75mm	2.75mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: 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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

original valve spring info is not available
 valve spring kit can be developed on request

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**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

1900515

hot street - dirt track

Fiat 127 A3.000

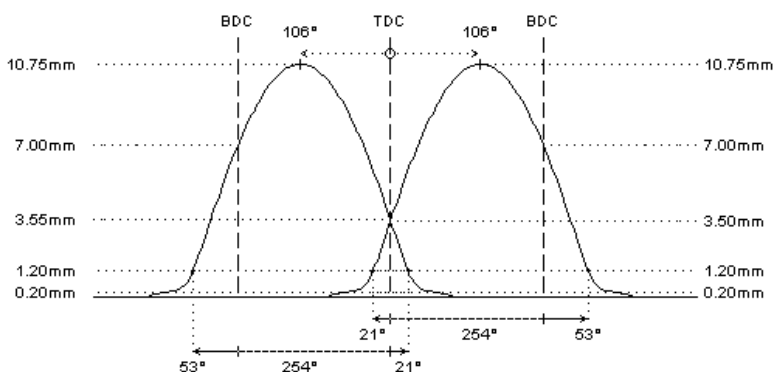
I-4cyl 1.3L 8v SOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 291°	291°
duration @ 1.0mm	: 254°	254°
valve lift	: 10.75mm	10.75mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 53°	53° / 21°
valve lift @ TDC	: 3.50mm	3.55mm
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 :	✗ not available	✗ not available
lower retainer :	✗ not available	✗ not available
exterior spring :	✗ not available	✗ not available
interior spring :		
fitted load / length :	0kg @ 0.0mm	0kg @ 0.0mm
max. load / lift :	0kg @ 0.0mm	0kg @ 0.0mm

REMARKS :

original valve spring info is not available
 valve spring kit can be developed on request

**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

1900518

tarmac rally - race

Fiat 127 A3.000

I-4cyl 1.3L 8v SOHC (DT/DT)



	intake	exhaust
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camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	298°
duration @ 1.0mm	: 260°	260°
valve lift	: 12.50mm	12.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 25° / 55°	55° / 25°
valve lift @ TDC	: 4.40mm	4.40mm

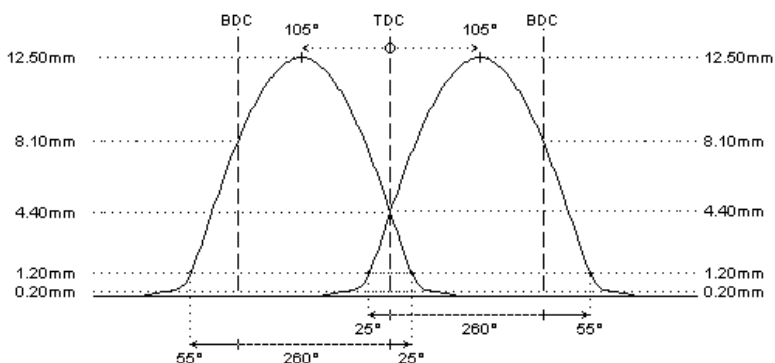
parts setup:

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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:

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

REMARKS :

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valve spring kit can be developed on request

**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 use in competition engines with independent engine management (throttle position sensor) or carburetors

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1900519

tarmac rally - race

Fiat 127 A3.000

I-4cyl 1.3L 8v SOHC (DT/DT)



intake	exhaust
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camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 307°	307°
duration @ 1.0mm	: 268°	268°
valve lift	: 13.00mm	13.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 29° / 59°	59° / 29°
valve lift @ TDC	: 4.95mm	4.95mm

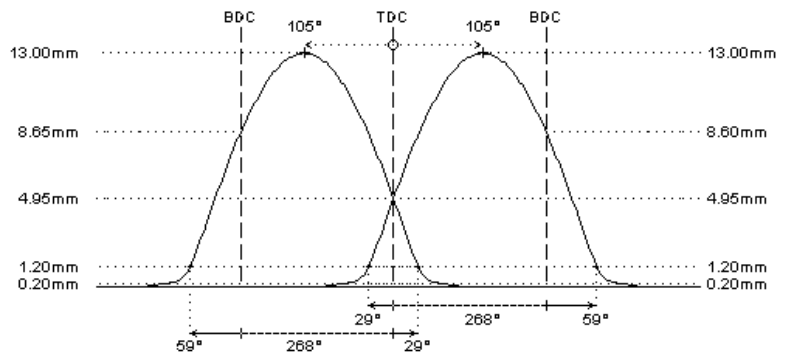
parts setup:

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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:

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

REMARKS :

original valve spring info is not available
valve spring kit can be developed on request

**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 use in competition engines with independent engine management (throttle position sensor) or carburetors