

1900300

sport

Fiat 105TC (Twin Cam)

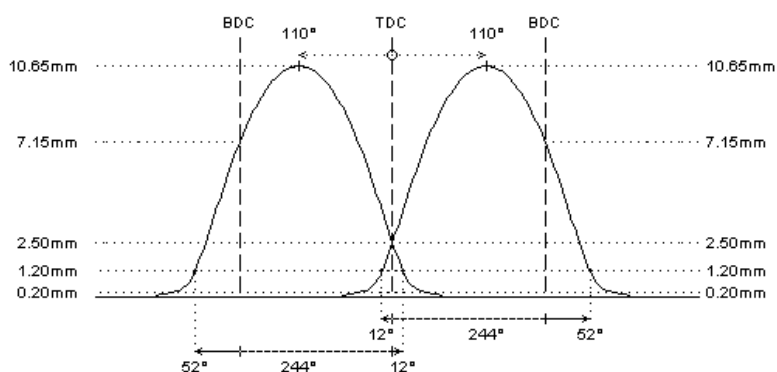
I-4cyl 1.6L 8v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 280°	280°
duration @ 1.0mm	: 244°	244°
valve lift	: 10.65mm	10.65mm
cam lift	: 10.65mm	10.65mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 12° / 52°	52° / 12°
valve lift @ TDC	: 2.50mm	2.50mm
parts setup:		
cam wheels :	: CTFI035	: CTFI035
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	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

original valve spring info is not available

**REMARKS :**

- # There are 3 different partnumber ranges: 1 for each type of distributor drive:
- PN19003xx: distributor fitted on the engine block (not driven by camshaft)
 - PN19113xx: distributor driven by a sleeve at the rear of the exhaust camshaft
 - PN19123xx: distributor drive gear between the camlobes of the exhaust camshaft. 2 versions exist: only right geared camshafts are available!

Please make sure to order the correct camshaft for your engine, corresponding with the correct partnumber range. On the website, only the "PN19003xx" partnumber range is shown, the last two digits (xx) are the same for the same cam profiles

1900301

hot street - dirt track

Fiat 105TC (Twin Cam)

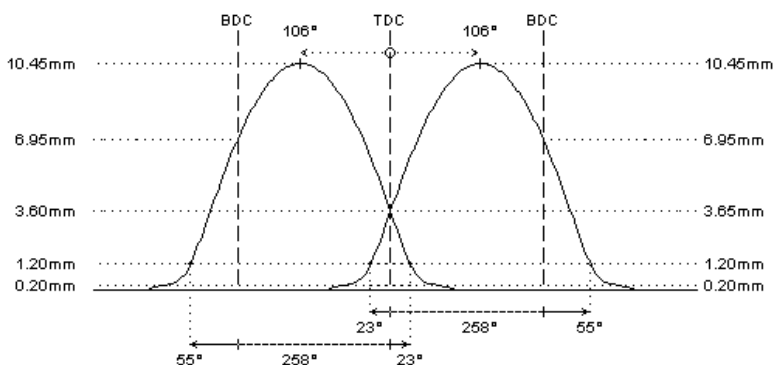
I-4cyl 1.6L 8v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 299°	299°
duration @ 1.0mm	: 258°	258°
valve lift	: 10.45mm	10.45mm
cam lift	: 10.45mm	10.45mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 23° / 55°	55° / 23°
valve lift @ TDC	: 3.65mm	3.60mm
parts setup:		
cam wheels :	: CTFI035	: CTFI035
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	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

original valve spring info is not available

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1900315**turbo conversion**

Fiat 105TC (Twin Cam)

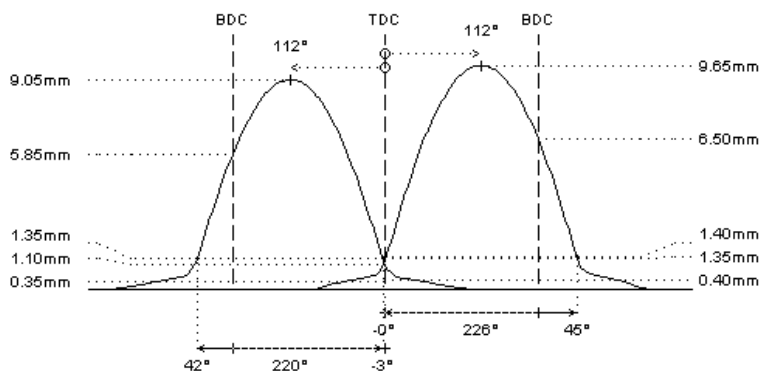
I-4cyl 1.6L 8v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.40mm	0.35mm
duration @ 0.1mm	: 289°	284°
duration @ 1.0mm	: 225°	219°
valve lift	: 9.65mm	9.05mm
cam lift	: 9.65mm	9.05mm
lobe angle	: 112°	112°
timing @ 1.0mm	: -0° / 45°	42° / -3°
valve lift @ TDC	: 1.35mm	1.10mm
parts setup:		
cam wheels :	: CTFI035	: CTFI035
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	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

original valve spring info is not available

**REMARKS :**

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- # for TURBO conversion (atmospheric to turbo)

1900317

tarmac rally - race

Fiat 105TC (Twin Cam)

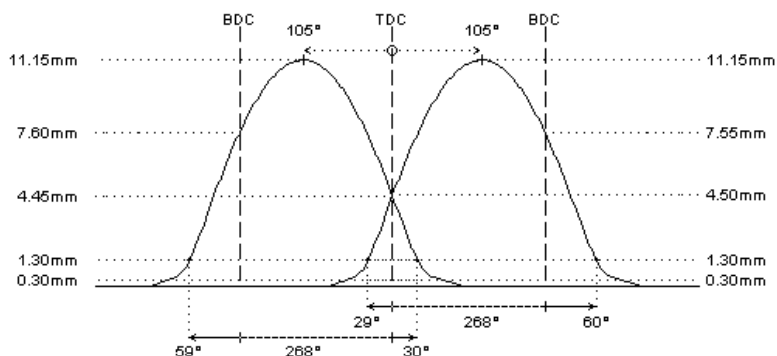
I-4cyl 1.6L 8v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 310°	310°
duration @ 1.0mm	: 269°	269°
valve lift	: 11.15mm	11.15mm
cam lift	: 11.15mm	11.15mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 29° / 60°	59° / 30°
valve lift @ TDC	: 4.50mm	4.45mm
parts setup:		
cam wheels :	: CTFI035	: CTFI035
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	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 111kg @ 14.0mm	: 111kg @ 14.0mm

REMARKS :

if required, machine cylinder head and / or use solid shims to adjust spring load

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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
- # if required, machine cylinder head and / or use solid shims to adjust spring load
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors