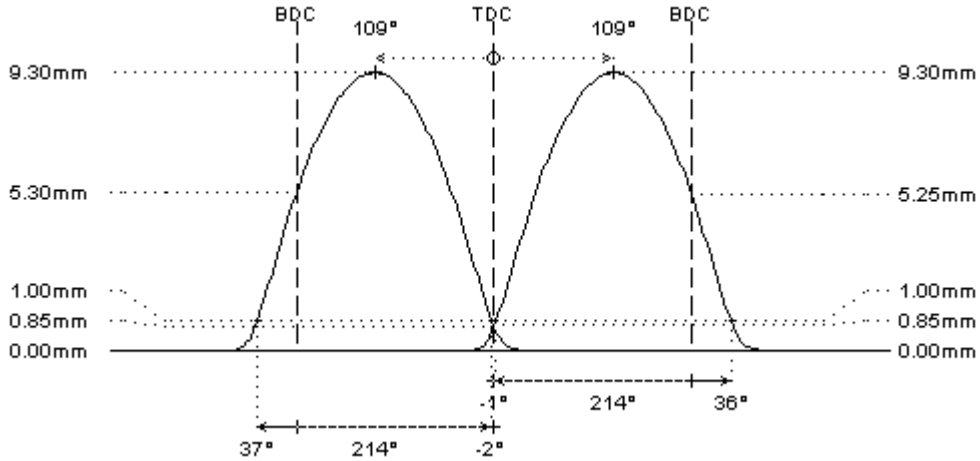
O.E.M.

Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 247°	247°
duration @ 1.0mm	: 215°	215°
valve lift	: 9.30mm	9.30mm
cam lift	:	
lobe angle	: 109°	109°
timing @ 1.0mm	: -1° / 36°	37° / -2°
valve lift @ TDC	: 0.85mm	0.85mm



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	: 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 :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

1030910

sport

Alfa Romeo 190hp

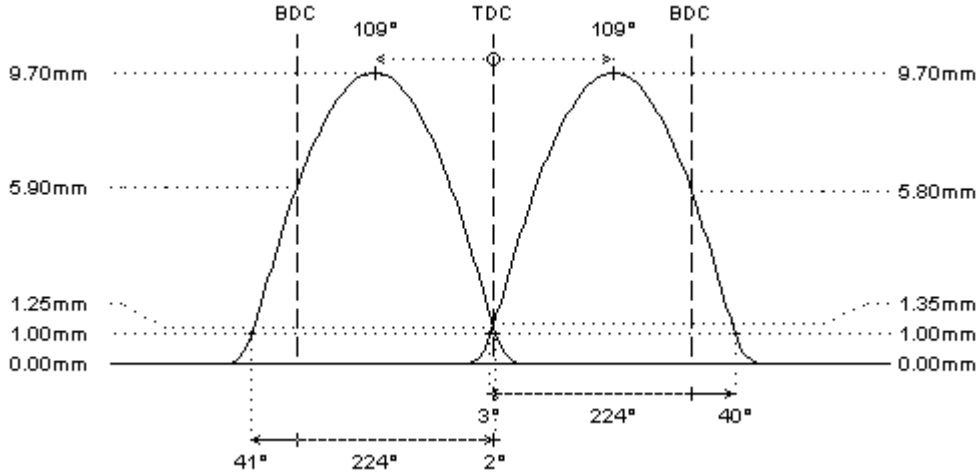
V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 254°	254°
duration @ 1.0mm	: 223°	223°
valve lift	: 9.70mm	9.70mm
cam lift	:	
lobe angle	: 109°	109°
timing @ 1.0mm	: 3° / 40°	41° / 2°
valve lift @ TDC	: 1.35mm	1.25mm

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	: 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 :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

1030911

hot street - dirt track

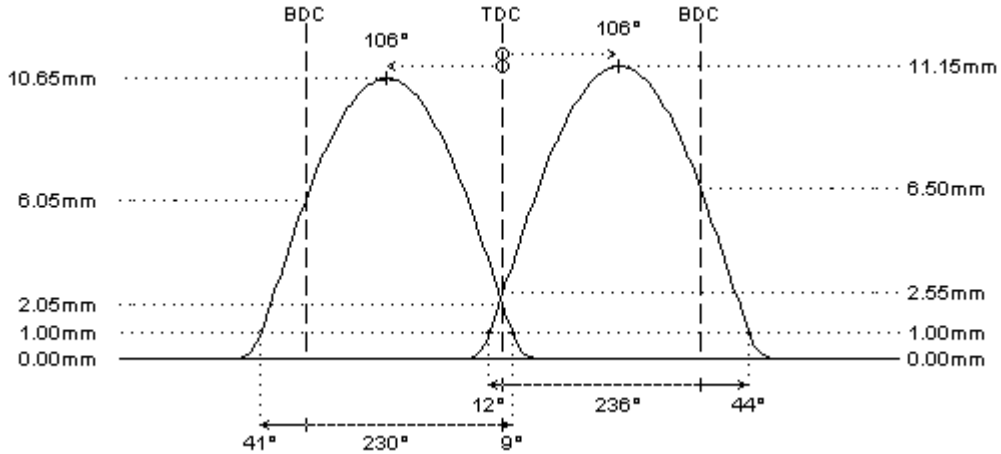
Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 264°	258°
duration @ 1.0mm	: 236°	230°
valve lift	: 11.15mm	10.65mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 12° / 44°	41° / 9°
valve lift @ TDC	: 2.55mm	2.05mm

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	: **PAC-E95009**	: **PAC-E95009**
interior spring	: **PAC-I99861**	: **PAC-I99861**
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 98kg @ 12.5mm	: 98kg @ 12.5mm

REMARKS :



REMARKS :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

1030912

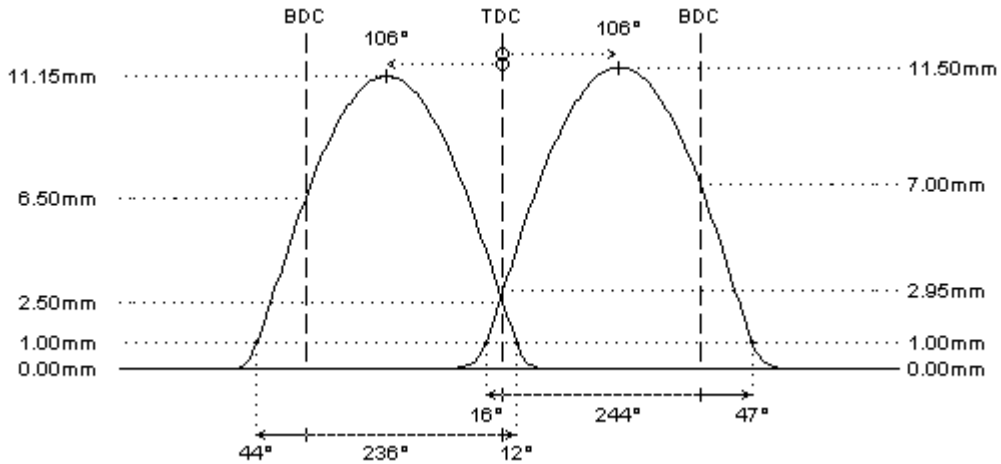
hot street - dirt track

Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 279°	264°
duration @ 1.0mm	: 243°	236°
valve lift	: 11.50mm	11.15mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 47°	44° / 12°
valve lift @ TDC	: 2.95mm	2.50mm
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	: **PAC-E95009**	: **PAC-E95009**
interior spring	: **PAC-I99861**	: **PAC-I99861**
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 98kg @ 12.5mm	: 98kg @ 12.5mm

REMARKS :



REMARKS :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors

1030960

hot street - dirt track

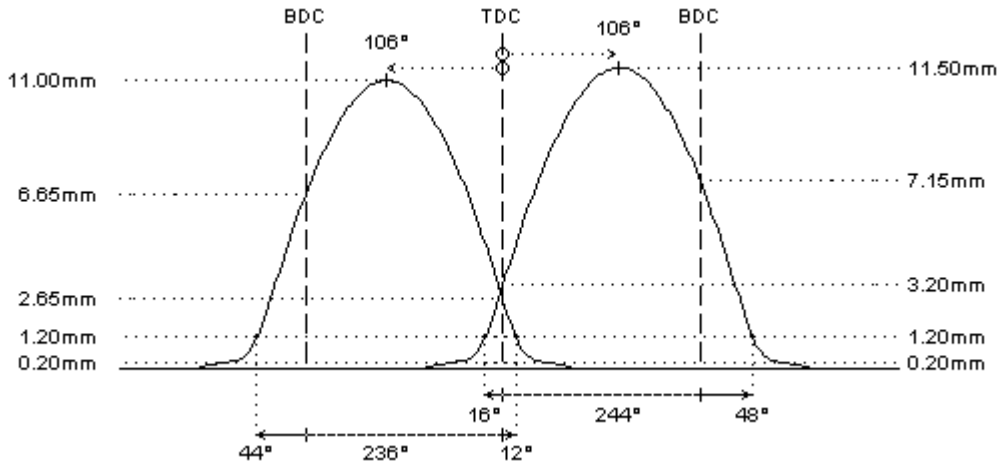
Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	274°
duration @ 1.0mm	: 244°	236°
valve lift	: 11.50mm	11.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 48°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm

parts setup:		
cam wheels :	:	:
follower	: **CC002**	: **CC002**
valve lash	: **TS102**	: **TS102**
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-I99861**	: **PAC-I99861**
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 98kg @ 12.5mm	: 98kg @ 12.5mm

REMARKS :



REMARKS :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

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 camshafs 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 carburettors

1030961

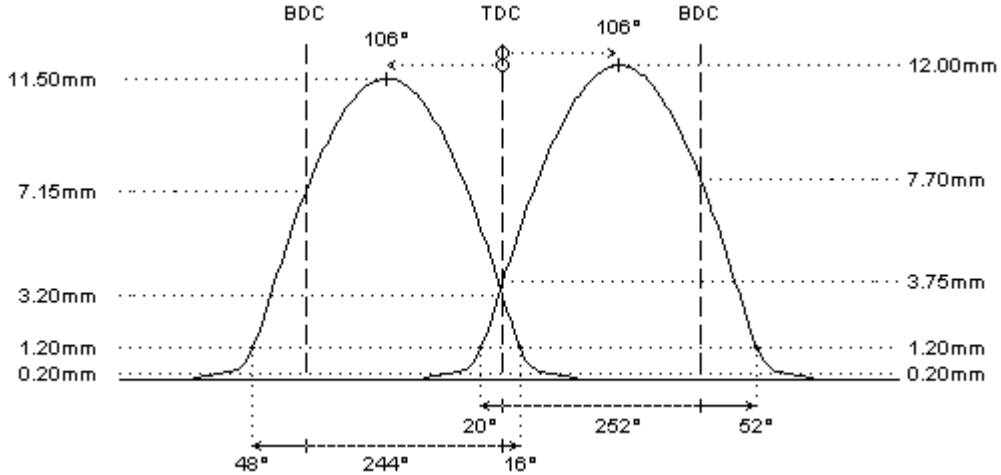
tarmac rally - race

Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	282°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.75mm	3.20mm
parts setup:		
cam wheels :	:	:
follower	: **CC002**	: **CC002**
valve lash	: **TS102**	: **TS102**
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-I99861**	: **PAC-I99861**
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 98kg @ 12.5mm	: 98kg @ 12.5mm

REMARKS :



REMARKS :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

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 camshafs 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

1030962

tarmac rally - race

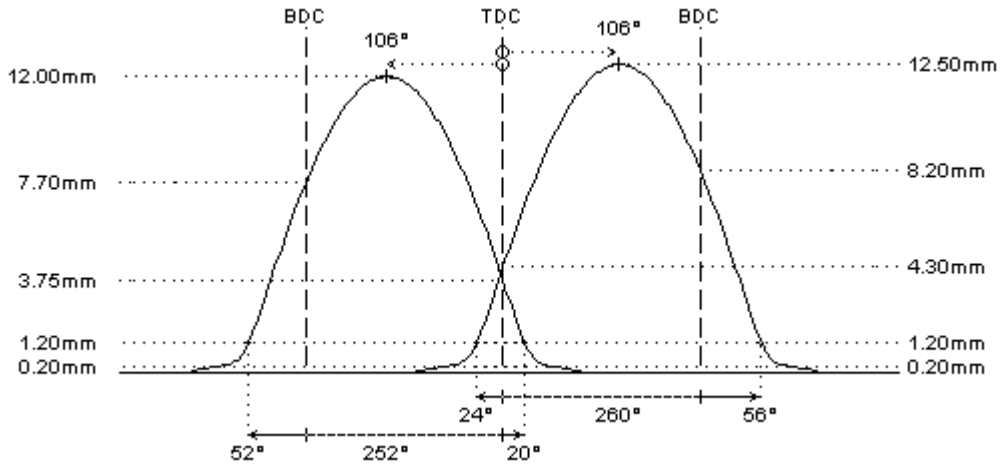
Alfa Romeo 190hp

V-6cyl 2.5L 24v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.30mm	3.75mm

parts setup:		
cam wheels :	:	:
follower	: **CC002**	: **CC002**
valve lash	: **TS102**	: **TS102**
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-I99861**	: **PAC-I99861**
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 98kg @ 12.5mm	: 98kg @ 12.5mm

REMARKS :



REMARKS :

- **10309xx**: V6 2.5L 24v engines (narrow valve & lobe spacing)
- **10329xx**: V6 3.0L 24v engines (wide valve & lobe spacing)
- steel billet camshafts

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 camshafs 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