

# 2250117

tarmac rally - race

Ford Twin Cam

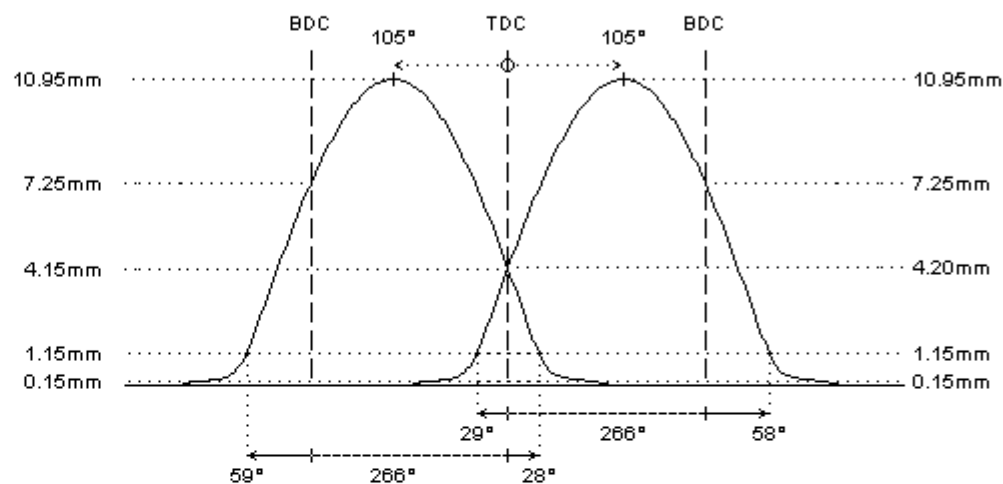
I-4cyl 1.6L 8v DOHC (DT/DT)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 309°	309°
duration @ 1.0mm	: 267°	267°
valve lift	: 10.95mm	10.95mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 29° / 58°	59° / 28°
valve lift @ TDC	: 4.20mm	4.15mm
<b>parts setup:</b>		
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	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
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 :

- # 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