

2280369

oval racing

Ford TL20H Pinto

I-4cyl 2.0L 8v SOHC (RP/RP)



intake **exhaust**

camshaft data:

lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 316°	316°
duration @ 1.0mm	: 268°	268°
valve lift	: 13.15mm	13.15mm
cam lift	: 7.95mm	7.95mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 27° / 61°	61° / 27°
valve lift @ TDC	: 4.65mm	4.65mm

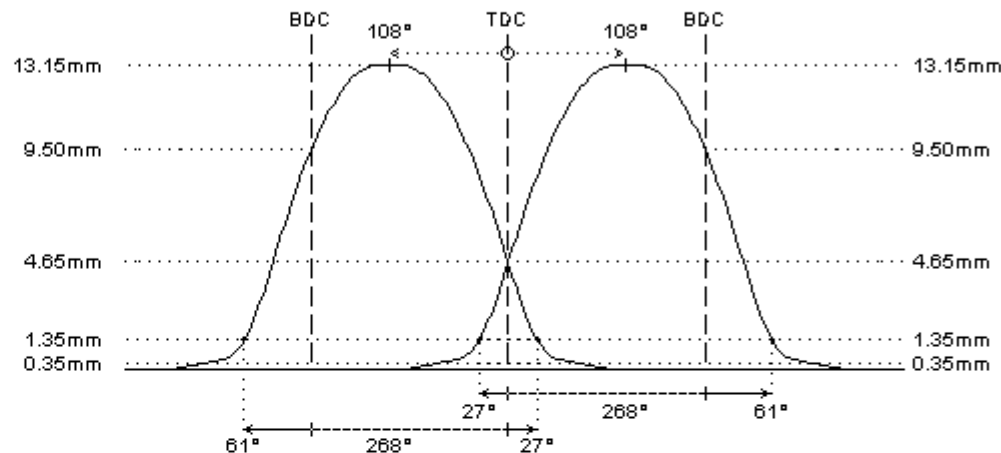
parts setup:

cam wheels :	: CSK5282	: CSK5282
follower	: CAT004/C	: CAT004/C
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	: 99326	: 99326
lower retainer	: remove	: remove
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009

fitted load / length	: 36kg @ 35.0mm	: 36kg @ 35.0mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

REMARKS :

- # if required, machine cylinder head and / or use solid shims to adjust spring load
- # ALWAYS use CAT004/C race cam followers (low friction coating)



REMARKS :

- # steel billet camshafts
- # 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
- # FLAT NOSE cam design
- # maximum 8000rpm on single valve spring