

# 2340879

tarmac rally - race

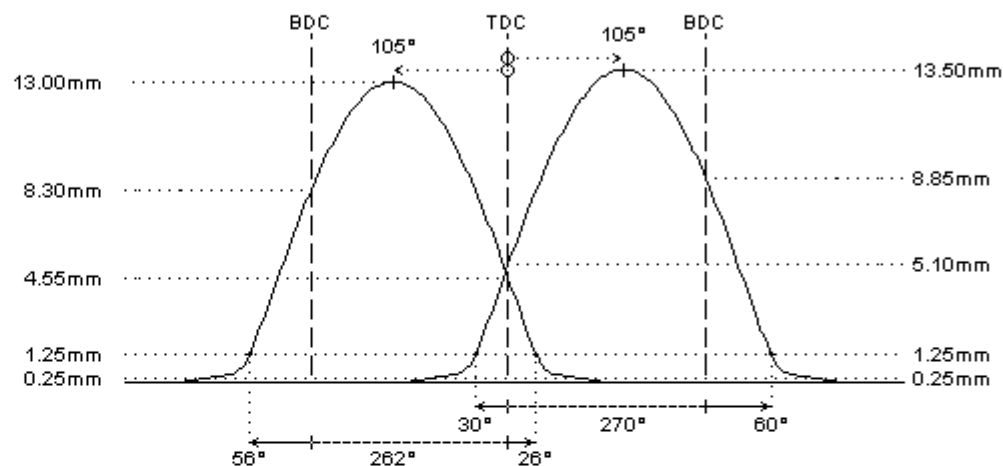
Ford YBB Cosworth 4WD

I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 317°	305°
duration @ 1.0mm	: 270°	262°
valve lift	: 13.50mm	13.00mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 30° / 60°	56° / 26°
valve lift @ TDC	: 5.10mm	4.55mm
<b>parts setup:</b>		
cam wheels :	:  CSK5119	:  CSK5119
follower	:  CC005	:  CC005
valve lash	:  TS102	:  TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	:  99366	:  99366
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E12009	:  PAC-E12009
interior spring	:  PAC-I12009	:  PAC-I12009
fitted load / length	: 38kg @ 33.0mm	: 38kg @ 33.0mm
max. load / lift	: 108kg @ 14.0mm	: 108kg @ 14.0mm

REMARKS :



### REMARKS :

- # camshafts for atmospheric (naturally aspirated) engines
- # 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
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors