

# 2340798

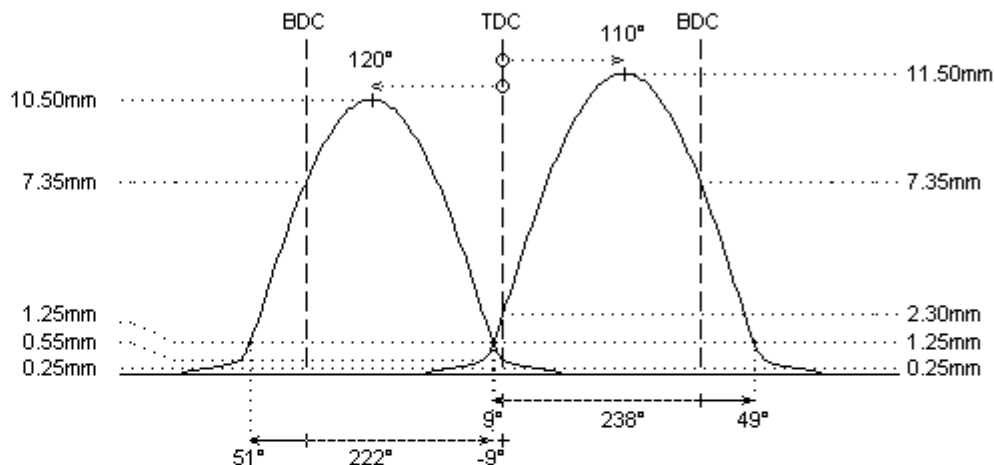
hot street - dirt track

Ford YBJ, YBG Cosworth 2WD

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 282°	266°
duration @ 1.0mm	: 238°	222°
valve lift	: 11.50mm	10.50mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 9° / 49°	51° / -9°
valve lift @ TDC	: 2.30mm	0.55mm
<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-E92009	:  PAC-E92009
interior spring	:  PAC-I92009	:  PAC-I92009
fitted load / length	: 38kg @ 33.0mm	: 38kg @ 33.0mm
max. load / lift	: 100kg @ 12.5mm	: 100kg @ 12.5mm



### REMARKS :

- # camshafts for turbo engines
- # for BIG TURBO conversion (std to big turbo)
- # 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 carburettors

### REMARKS :