

2290641

tarmac rally - race

Ford CYBA, CYBB 145hp duratec

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



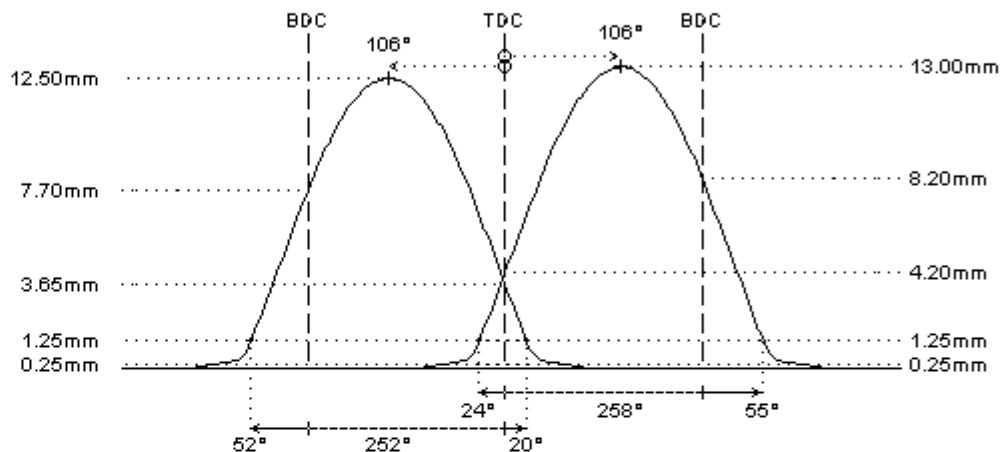
intake **exhaust**

camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 292°	285°
duration @ 1.0mm	: 259°	252°
valve lift	: 13.00mm	12.50mm
cam lift	: 13.00mm	12.50mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 55°	52° / 20°
valve lift @ TDC	: 4.20mm	3.65mm

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	: 99423/s	: 99423/s
lower retainer	: not available	: not available
exterior spring	: PAC-E19864	: PAC-E19864
interior spring	: PAC-I19864	: PAC-I19864
fitted load / length	: 28kg @ 33.0mm	: 28kg @ 33.0mm
max. load / lift	: 86kg @ 13.5mm	: 86kg @ 13.5mm



REMARKS :

- # available on casting or steel billet (without trigger on intake)
- # 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 carburettors

REMARKS :

- # double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)