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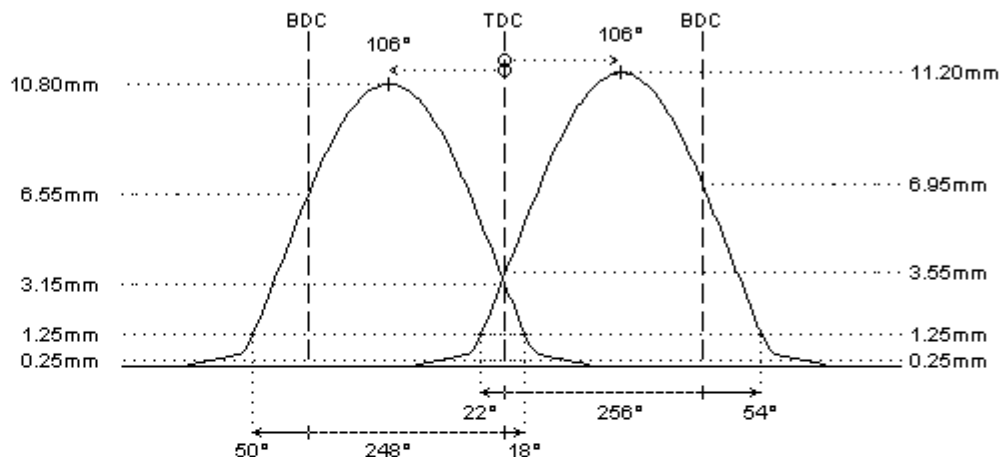
tarmac rally - race

Ford Zeta 1.8 - 2.0L, mech (blacktop)

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 302°	294°
duration @ 1.0mm	: 256°	248°
valve lift	: 11.20mm	10.80mm
cam lift	: 11.20mm	10.80mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 22° / 54°	50° / 18°
valve lift @ TDC	: 3.55mm	3.15mm
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 :	99312/H	99312/H
lower retainer :	O.E.M.	O.E.M.
exterior spring :	PAC-E99862	PAC-E99862
interior spring :		
fitted load / length :	29kg @ 35.0mm	29kg @ 35.0mm
max. load / lift :	80kg @ 12.0mm	80kg @ 12.0mm



REMARKS :

- # for 2nd generation engines with mechanic tappets 30mm / shim 27.5mm on top, tripple groove valves and conical valve springs (from '98)
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafs 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 :