

# 2290314

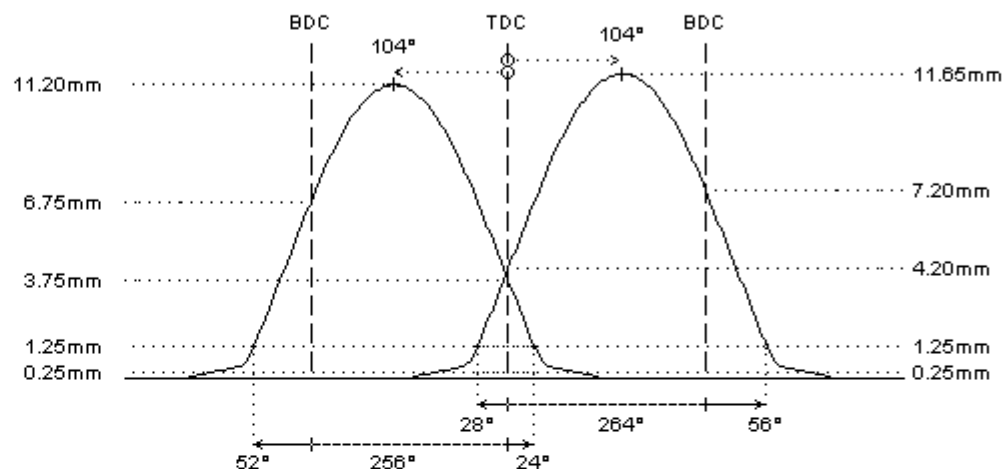
tarmac rally - race

Ford Zeta 1.8 - 2.0L, mech (blacktop)

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 310°	302°
duration @ 1.0mm	: 264°	256°
valve lift	: 11.65mm	11.20mm
cam lift	: 11.65mm	11.20mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 28° / 56°	52° / 24°
valve lift @ TDC	: 4.20mm	3.75mm
<b>parts setup:</b>		
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 :