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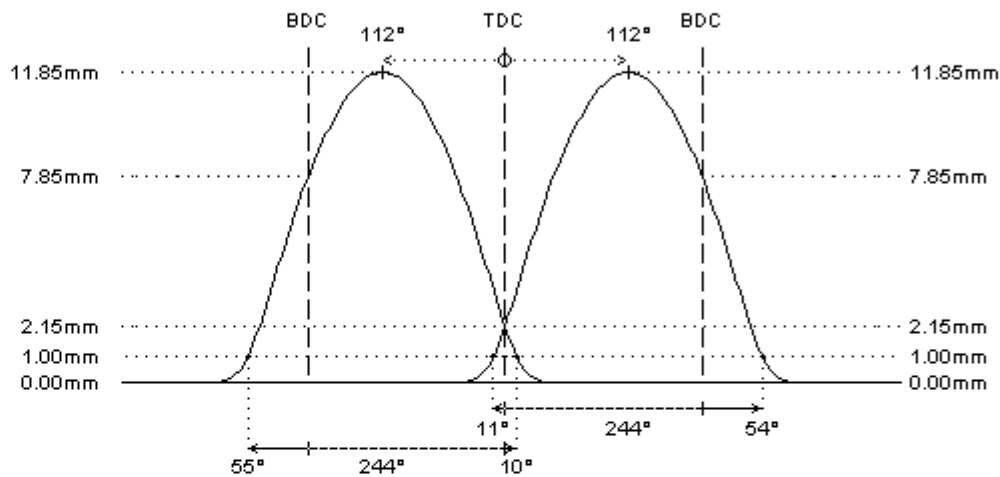
tarmac rally - race

Ford modular 4v

V-8cyl 4.6L 32v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 281°	281°
duration @ 1.0mm	: 245°	245°
valve lift	: 11.85mm	11.85mm
cam lift	: 6.55mm	6.55mm
lobe angle	: 112°	112°
timing @ 1.0mm	: 11° / 54°	55° / 10°
valve lift @ TDC	: 2.15mm	2.15mm
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	: 99322/s	: 99322/s
lower retainer	: 99428/O	: 99428/O
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 31kg @ 35.0mm	: 31kg @ 35.0mm
max. load / lift	: 104kg @ 13.5mm	: 104kg @ 13.5mm



REMARKS :

- # steel billet camshafts
- # 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 :

- # if required, machine cylinder head and / or use solid shims to adjust spring load