2290110

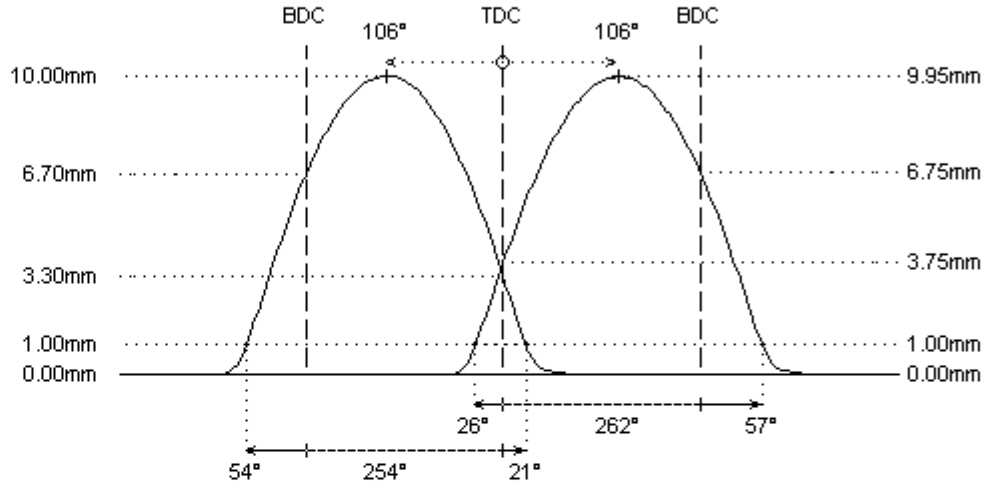
tarmac rally - race

Ford Zeta 1.8 - 2.0L, hydro (silvertop)

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

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 305°	297°
duration @ 1.0mm	: 263°	255°
valve lift	: 9.95mm	10.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 26° / 57°	54° / 21°
valve lift @ TDC	: 3.75mm	3.30mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 33kg @ 37.0mm	: 33kg @ 37.0mm
max. load / lift	: 79kg @ 12.0mm	: 79kg @ 12.0mm

REMARKS :



REMARKS :

\# for 1st generation engines with hydraulic tappets, single groove valves and cylindrical valve springs (until '97)

\# It is very important to verify the OEM spring type in your engine:
- The oldest ZETEC hydraulic tappet engine has cylindrical valve springs, which allow a maximum lift of only 9,0mm
- The newer ZETEC hydraulic tappet engine has tapered valve springs which allow a maximum lift of 11,0mm

\# engine with cylindrical valve springs: single spring [ref. 902-0015] can be used on OEM retainers, or on retainers [ref.99312]
engine with tapered valve springs: single spring [ref. 902-0015] can only be used on retainers [ref.99312]

\# This race camshaft was made for hydraulic Superproduction engines

\# ONLY for dirt track applications and pro street use with adjustable engine management or carburettors