

2290202

hot street - dirt track

Ford Zeta 1.8 - 2.0L, hydro (silvertop)

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



intake

exhaust

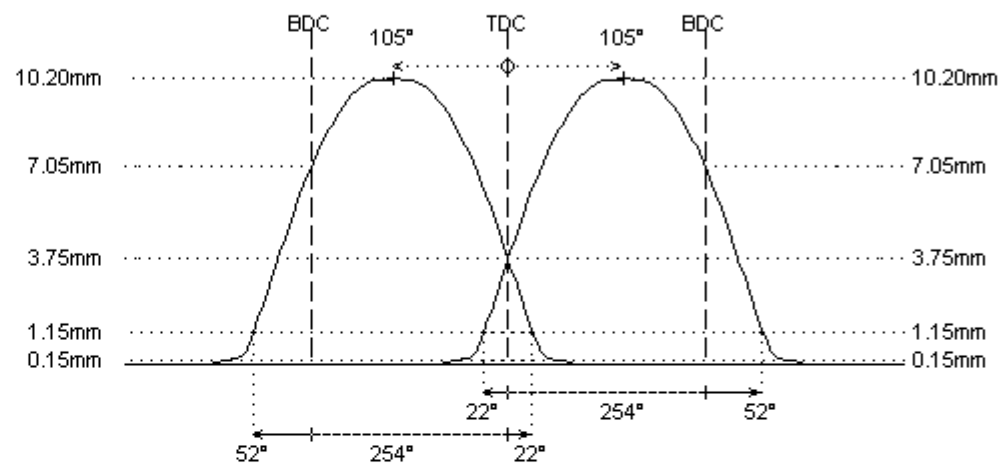
camshaft data:

lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 280°	280°
duration @ 1.0mm	: 254°	254°
valve lift	: 10.20mm	10.20mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 22° / 52°	52° / 22°
valve lift @ TDC	: 3.75mm	3.75mm

parts setup:

cam wheels :	:	:
follower	: CC018	: CC018
valve lash	: TS101	: TS101
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]
- # FIA Superproduction
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors