

2290209

tarmac rally - race

Ford Zeta 1.8 - 2.0L, hydro (silvertop)

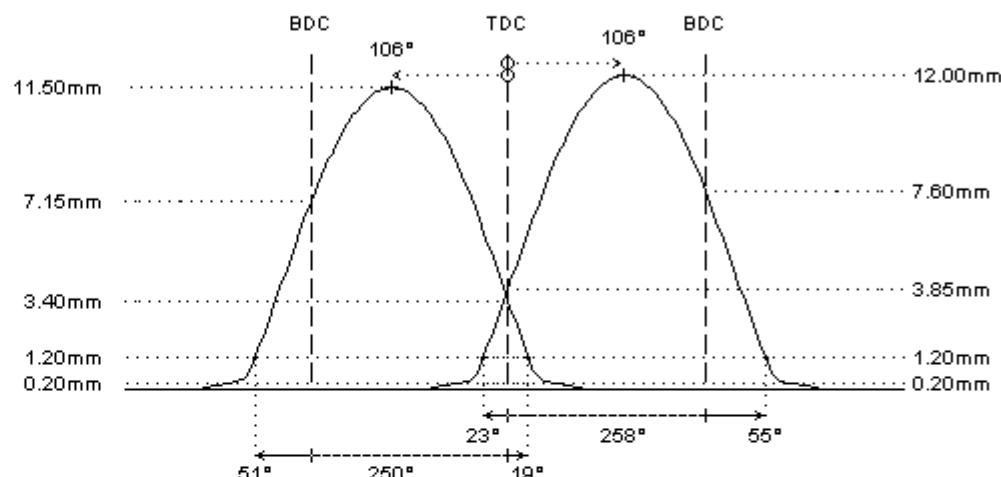
I-4cyl 2.0L 16v DOHC (DTH/DTH)

**intake****exhaust****camshaft data:**

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 286°	279°
duration @ 1.0mm	: 258°	250°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 23° / 55°	51° / 19°
valve lift @ TDC	: 3.85mm	3.40mm

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)
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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 carburetors