

2290310

turbo conversion

Ford Zeta 1.8 - 2.0L, mech (blacktop)

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



	intake	exhaust
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camshaft data:

lash ramp	: 0.35mm	0.25mm
duration @ 0.1mm	: 267°	266°
duration @ 1.0mm	: 230°	224°
valve lift	: 10.45mm	9.30mm
cam lift	: 10.45mm	9.30mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 5° / 45°	52° / -8°
valve lift @ TDC	: 2.00mm	0.60mm

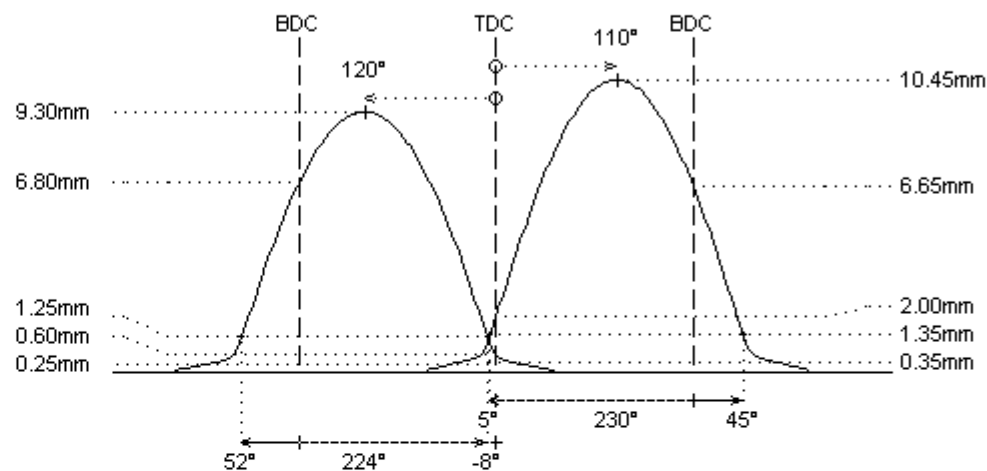
parts setup:

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	: O.E.M.	: O.E.M.
interior spring	:	:

fitted load / length	: 14kg @ 35.0mm	: 14kg @ 35.0mm
max. load / lift	: 37kg @ 11.0mm	: 37kg @ 11.0mm

REMARKS :

- # original setup with conical valve springs
- # original springs not suited for extended rpm range



REMARKS :

- # for 2nd generation engines with mechanic tappets 30mm / shim 27.5mm on top, tripple groove valves and conical valve springs (from '98)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburettors
- # These profiles require race cam followers with shim between cam follower and valve (shim under follower). It is not possible to use these profiles on std cam followers with the shim between the follower and the cam (shim over follower).