2290313

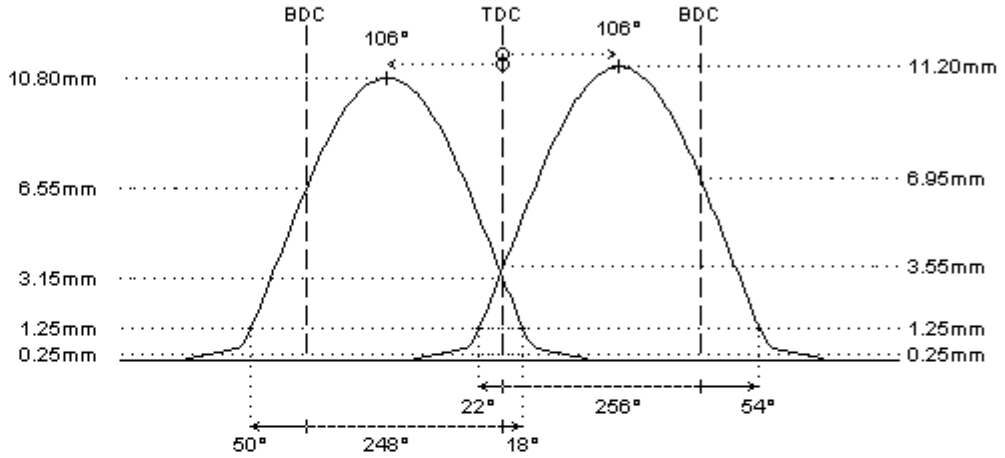
tarmac rally - race

Ford Zeta 1.8 - 2.0L, mech (blacktop)

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 302°	294°
duration @ 1.0mm	: 256°	248°
valve lift	: 11.20mm	10.80mm
cam lift	: 11.20mm	10.80mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 22° / 54°	50° / 18°
valve lift @ TDC	: 3.55mm	3.15mm
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	: **99312/H**	: **99312/H**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-E99862**	: **PAC-E99862**
interior spring		
fitted load / length	: 29kg @ 35.0mm	: 29kg @ 35.0mm
max. load / lift	: 80kg @ 12.0mm	: 80kg @ 12.0mm

REMARKS :



REMARKS :

\# for 2nd generation engines with mechanic tappets 30mm / shim 27.5mm on top, tripple groove valves and conical valve springs (from '98)

\# FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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