

2290402

tarmac rally - race

Ford ZH17 Sigma VVT in, 126hp

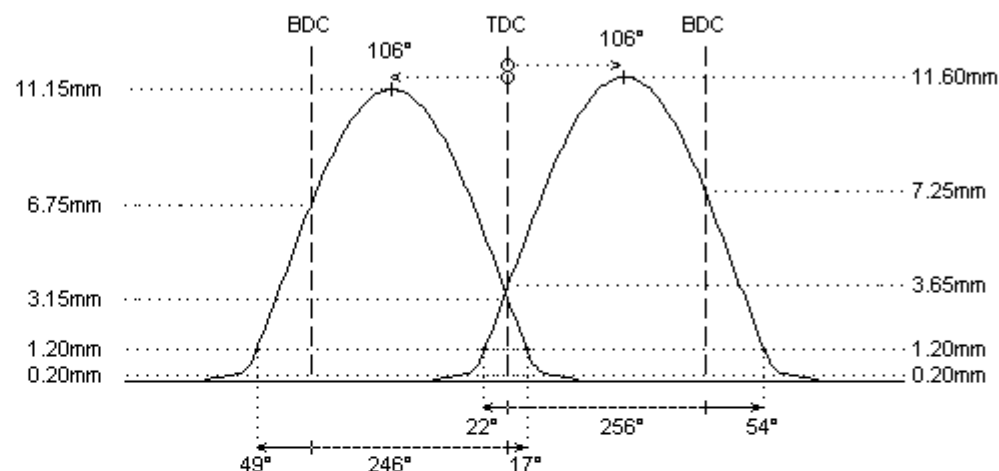
I-4cyl 1.7L 16v DOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 286°	277°
duration @ 1.0mm	: 256°	246°
valve lift	: 11.60mm	11.15mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 22° / 54°	49° / 17°
valve lift @ TDC	: 3.65mm	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	: O.E.M.	: O.E.M.
lower retainer	: 99503/O	: 99503/O
exterior spring	: PAC-E99865	: PAC-E99865
interior spring	:	:
fitted load / length	: 22kg @ 30.5mm	: 22kg @ 30.5mm
max. load / lift	: 48kg @ 12.5mm	: 48kg @ 12.5mm

REMARKS :

Lower valve seal/guide for valve lift >10.5mm



REMARKS :

- # ONLY for competition engines without VANOS system
- # 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
- # valve seals must be lowered, race valvespring kit is required (available on special request only)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors