

2290640

tarmac rally - race

Ford CJBA, CJBB, N4JA, N4JB 145hp duratec

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

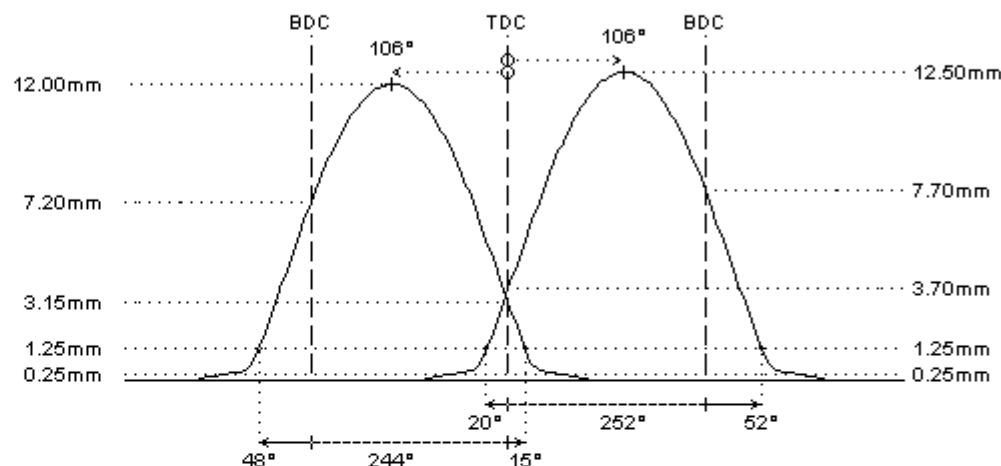
**intake****exhaust****camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 252°	243°
valve lift	: 12.50mm	12.00mm
cam lift	: 12.50mm	12.00mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 15°
valve lift @ TDC	: 3.70mm	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	: 99423/s	: 99423/s
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	: 82kg @ 12.5mm	: 82kg @ 12.5mm

REMARKS :**REMARKS :**

- # available on casting or steel billet (without trigger on intake)
- # 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