

2291614

tarmac rally - race

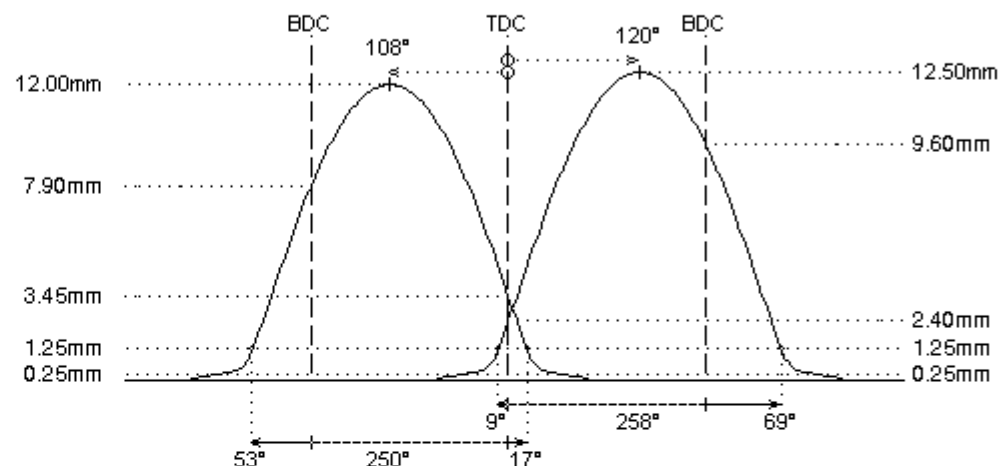
Ford LF-VE 160hp duratec vvt

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 292°	284°
duration @ 1.0mm	: 258°	250°
valve lift	: 12.50mm	12.00mm
cam lift	: 12.50mm	12.00mm
lobe angle	: 120°	108°
timing @ 1.0mm	: 9° / 69°	53° / 17°
valve lift @ TDC	: 2.40mm	3.45mm
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	: 31kg @ 34.5mm	: 31kg @ 37.6mm
max. load / lift	: 87kg @ 13.0mm	: 87kg @ 13.0mm

REMARKS :



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- # 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors