

2292603

turbo conversion

Ford LF-VE 160hp duratec vvt

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



intake exhaust

camshaft data:

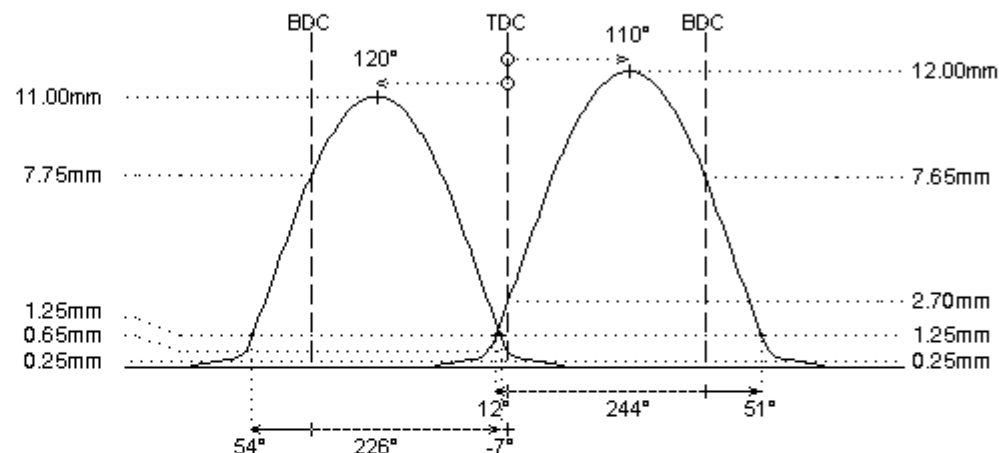
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 277°	260°
duration @ 1.0mm	: 243°	227°
valve lift	: 12.00mm	11.00mm
cam lift	: 12.00mm	11.00mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 12° / 51°	54° / -7°
valve lift @ TDC	: 2.70mm	0.65mm

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 use with sprocket identical to the exhaust sprocket installed on the intake camshaft
- # 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. Distance between valve seal and retainer must be at least 0.6mm at full lift.
- # for TURBO conversion (atmospheric to turbo)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors