

2250117

tarmac rally - race

Ford Twin Cam

I-4cyl 1.6L 8v DOHC (DT/DT)



intake **exhaust**

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 301°	301°
duration @ 1.0mm	: 265°	265°
valve lift	: 10.95mm	10.95mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 28° / 57°	58° / 27°
valve lift @ TDC	: 4.20mm	4.15mm

parts setup:

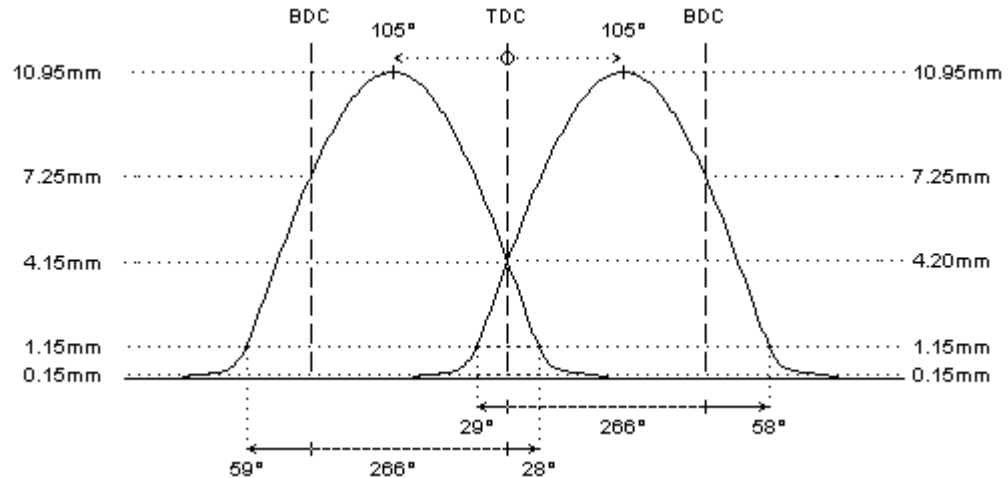
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

original valve spring info is not available
valve spring kit can be developed on request

#



REMARKS :

- # 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