

2270201

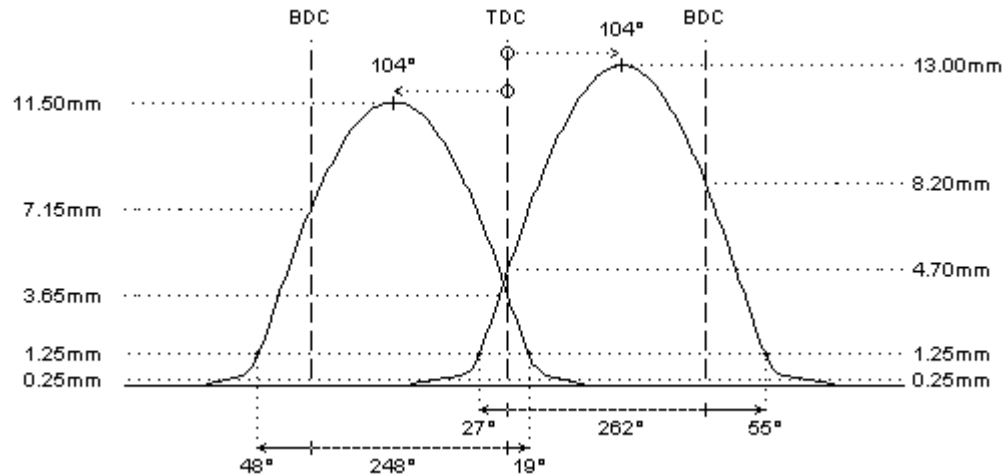
full race

Ford Cosworth FVC

I-4cyl 1.8L 16v DOHC (DT/DT)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 305°	283°
duration @ 1.0mm	: 262°	247°
valve lift	: 13.00mm	11.50mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 27° / 55°	48° / 19°
valve lift @ TDC	: 4.70mm	3.65mm
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	: ✗ 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 :

- # - steel billet camshafts
- contact Cat Cams for use in FVA (1600cc) engines
- # 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 carburettors

REMARKS :

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

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