

2280712

tarmac rally - race

Ford DH20 RS2000 16v

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



intake

exhaust

camshaft data:

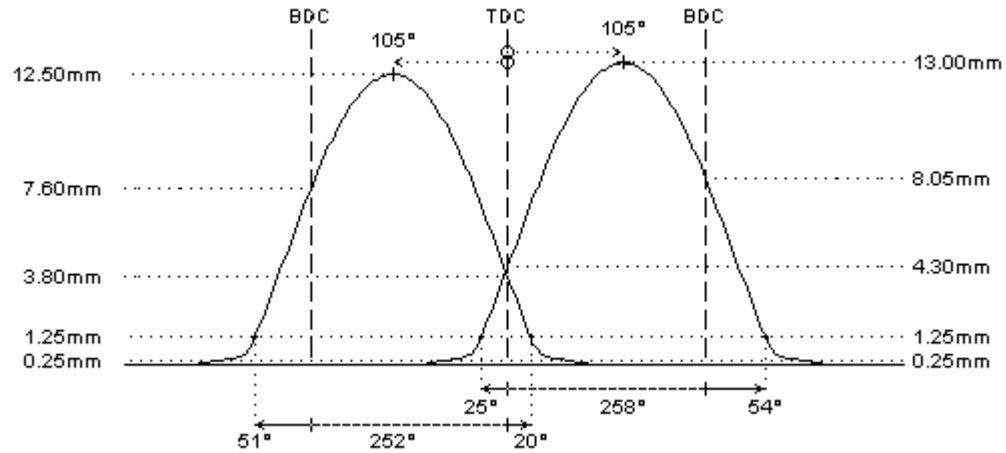
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 293°	285°
duration @ 1.0mm	: 259°	251°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 25° / 54°	51° / 20°
valve lift @ TDC	: 4.30mm	3.80mm

parts setup:

cam wheels :	: TFO002	: TFO002
follower	: CC017	: CC017
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99456/s	: 99456/s
lower retainer	: not available	: not available
exterior spring	: PAC-E19862	: PAC-E19862
interior spring	: PAC-I19862	: PAC-I19862
fitted load / length	: 29kg @ 37.0mm	: 29kg @ 37.0mm
max. load / lift	: 106kg @ 13.0mm	: 106kg @ 13.0mm

REMARKS :

if required, machine cylinder head and / or use solid shims to adjust spring load



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
- # valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according the application:
 - plates available in different diameters and thickness
 - cups for different valve stem diameters. these center on either tappet or valve stem
 - other specific shapes available on request
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors