

# 2290317

hot street - dirt track

Ford Zeta 1.8 - 2.0L, mech (blacktop)

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



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 286°	278°
duration @ 1.0mm	: 240°	232°
valve lift	: 10.35mm	9.95mm
cam lift	: 10.35mm	9.95mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 10° / 50°	46° / 6°
valve lift @ TDC	: 2.25mm	1.85mm

**parts setup:**

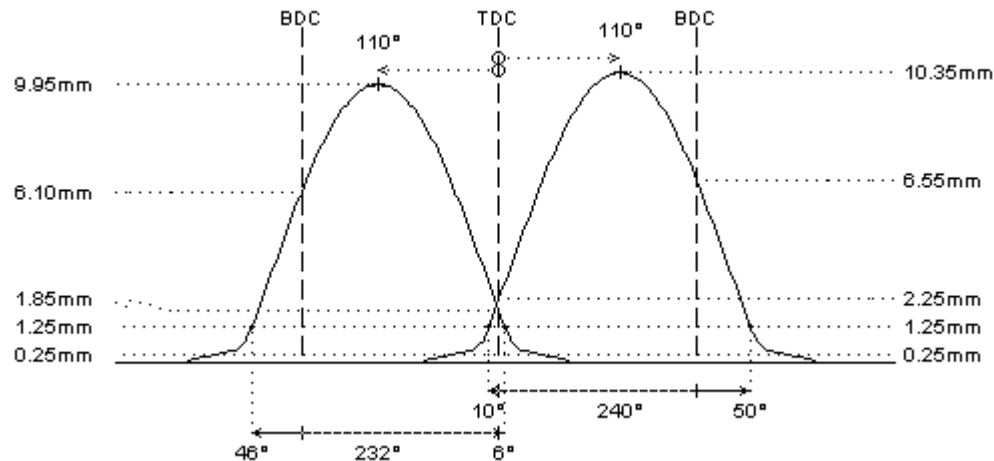
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:

fitted load / length	: 14kg @ 35.0mm	: 14kg @ 35.0mm
max. load / lift	: 37kg @ 11.0mm	: 37kg @ 11.0mm

**REMARKS :**

# original setup with conical valve springs  
original springs not suited for extended rpm range

#



**REMARKS :**

- # for 2nd generation engines with mechanic tappets 30mm / shim 27.5mm on top, tripple groove valves and conical valve springs (from '98)
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
  - the camshafs 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
- # massflow or throttle position sensor required for reprogramming, MAP sensor will not funtion properly