

# 2250122

full race

Ford Twin Cam

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



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 308°	308°
duration @ 1.0mm	: 272°	272°
valve lift	: 11.65mm	11.65mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 31° / 61°	61° / 31°
valve lift @ TDC	: 4.90mm	4.90mm

**parts setup:**

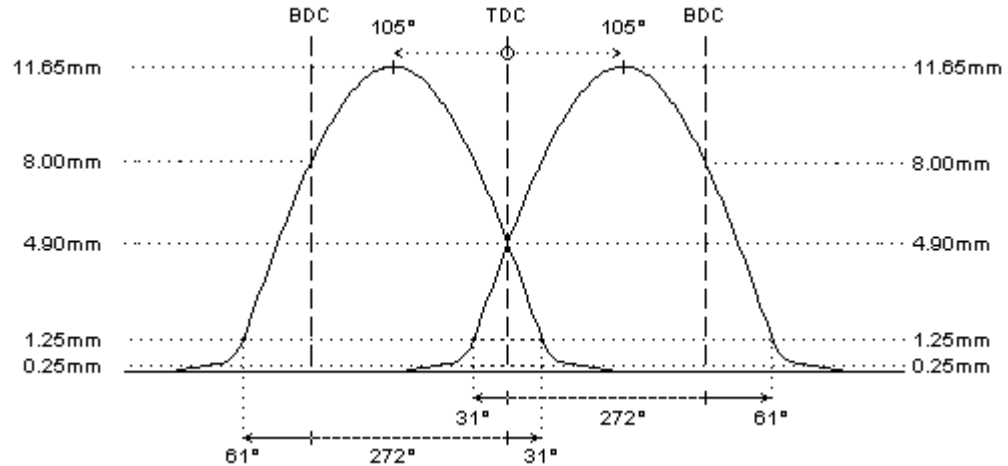
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	: <b>✗ not available</b>	: <b>✗ not available</b>
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

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**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