2280377

tarmac rally - race

Ford TL20H Pinto

I-4cyl 2.0L 8v SOHC (RP/RP)



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 301°	301°
duration @ 1.0mm	: 260°	260°
valve lift	: 12.15mm	12.15mm
cam lift	: 7.60mm	7.60mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 21° / 59°	59° / 21°
valve lift @ TDC	: 3.75mm	3.75mm

parts setup:		
cam wheels :	: 🔍 CSK5119	: 🔍 CSK5282
follower	: 🔍 CAT004/C	: 🔍 CAT004/C
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	: 🔍 PAC-S99843	: 🔍 PAC-S99843
interior spring		
fitted load / length	: 41kg @ 36.0mm	: 41kg @ 36.0mm

REMARKS:

max. load / lift

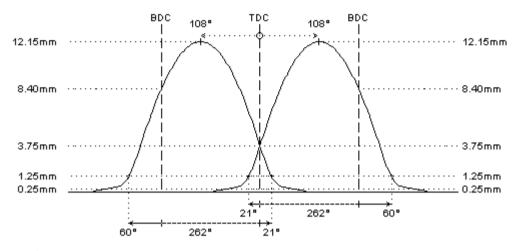
springs can be fitted directly on cylinderhead, use solid shims to adjust spring load if required

: 95kg @ 12.5mm

: 95kg @ 12.5mm

#

ALWAYS use CAT004/C race cam followers (low friction coating)



REMARKS:

- # steel billet camshafts
- # 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors