## 2290210

## full race

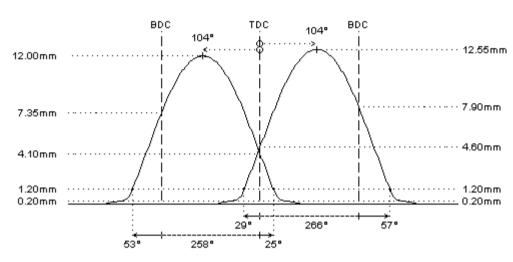
**REMARKS:** 

Ford Zeta 1.8 - 2.0L, hydro (silvertop) I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 294°	286°
duration @ 1.0mm	: 264°	256°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 28° / 56°	52° / 24°
valve lift @ TDC	: 4.55mm	4.10mm
parts setup:		
cam wheels :	:	:
follower	: 🔍 CC018	: 🔍 CC018
valve lash	: 🔍 TS101	: 🔍 TS101
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-S90015	: 🔍 PAC-S90015
interior spring		
fitted load / length	: 33kg @ 37.0mm	: 33kg @ 37.0mm
max. load / lift	: 79kg @ 12.0mm	: 79kg @ 12.0mm





## **REMARKS:**

- # for 1st generation engines with hydraulic tappets, single groove valves and cylindrical valve springs (until '97)
- # 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
- # 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