

2340870

hot street - dirt track

Ford YBB Cosworth 2WD

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



intake

exhaust

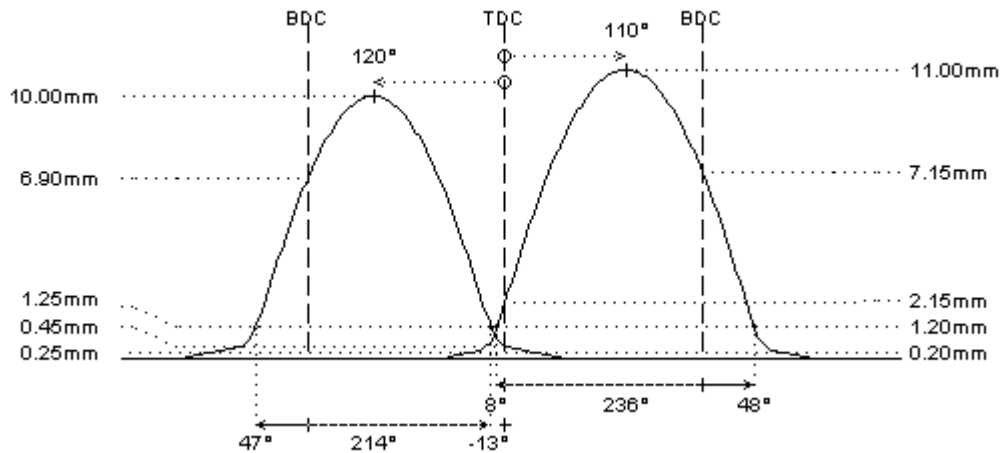
camshaft data:

lash ramp	: 0.20mm	0.30mm
duration @ 0.1mm	: 267°	250°
duration @ 1.0mm	: 235°	213°
valve lift	: 11.00mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 7° / 48°	47° / -14°
valve lift @ TDC	: 2.15mm	0.45mm

parts setup:

cam wheels :	: CSK5119	: CSK5119
follower	: CC005	: CC005
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99366	: 99366
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 35kg @ 33.0mm	: 35kg @ 33.0mm
max. load / lift	: 97kg @ 12.5mm	: 97kg @ 12.5mm

REMARKS :



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- # camshafts for turbo engines
- # for BIG TURBO conversion (std to big turbo)
- # 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 carburetors