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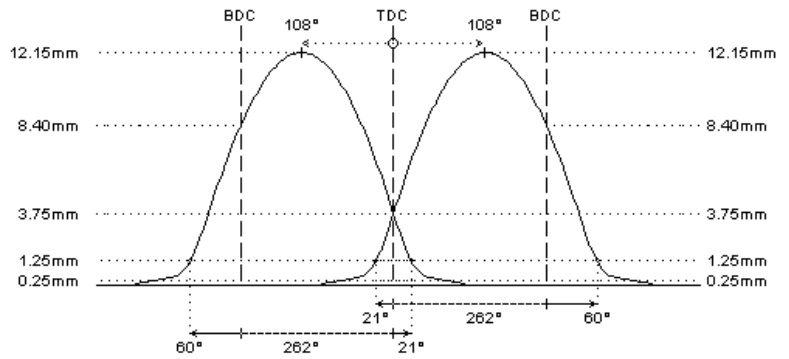
tarmac rally - race

Ford TL20H Pinto

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 312°	312°
duration @ 1.0mm	: 261°	261°
valve lift	: 12.15mm	12.15mm
cam lift	: 7.55mm	7.55mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 21° / 60°	60° / 21°
valve lift @ TDC	: 3.75mm	3.75mm
parts setup:		
cam wheels :	: CSK5282	: 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
max. load / lift	: 95kg @ 12.5mm	: 95kg @ 12.5mm

**REMARKS :**

steel billet camshafts

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 carburettors

REMARKS :

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

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