2280368

oval racing

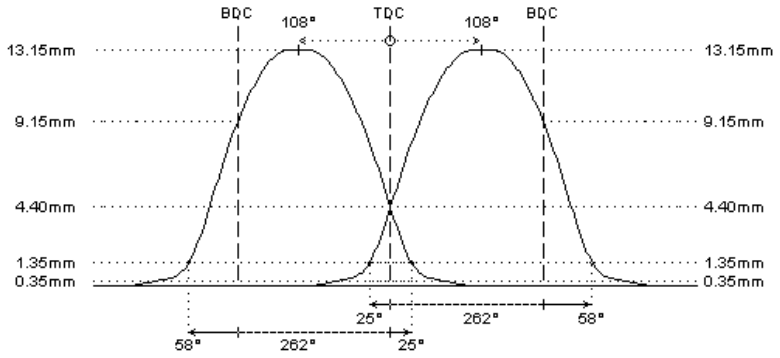
Ford TL20H Pinto

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 313°	313°
duration @ 1.0mm	: 263°	263°
valve lift	: 13.15mm	13.15mm
cam lift	: 7.95mm	7.95mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 25° / 58°	58° / 25°
valve lift @ TDC	: 4.40mm	4.40mm
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	: **99326**	: **99326**
lower retainer	: **remove**	: **remove**
exterior spring	: **PAC-E95009**	: **PAC-E95009**
interior spring	: **PAC-I95009**	: **PAC-I95009**
fitted load / length	: 36kg @ 35.0mm	: 36kg @ 35.0mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

REMARKS :

if required, machine cylinder head and / or use solid shims to adjust spring load
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

FLAT NOSE cam design

maximum 8000rpm on single valve spring