

PIPER TWIN CAM CONVERSION

The Ford 2 litre S.O.H.C. engine has proved itself to be a reliable, rugged high performance engine, but has always been limited in power output by the constraints of valve train and the possibility of wear taking place.

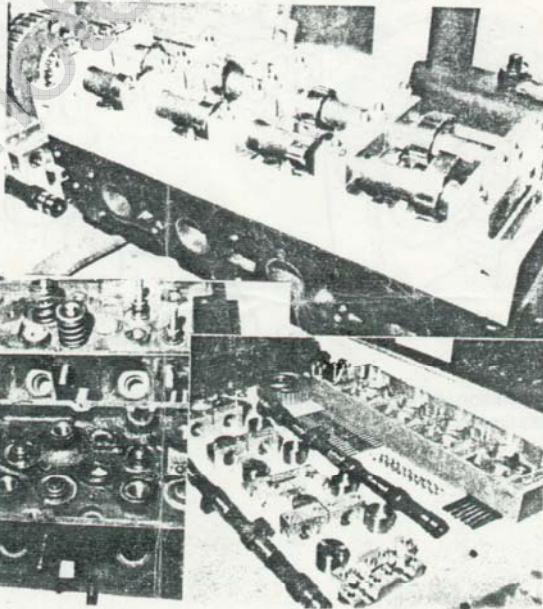
The Piper Twin Cam Conversion allows precision timing of both inlet and exhaust coupled with really big valve lift and high valve accelerations without running into wear problems.

A season of use in all forms of competition has proved the point with 2 litre engines producing way over 200 bhp and 1.6's well into the 170 bhp. The unit is now considered to be more reliable than the standard set up.

The Conversion Kit consists of an aluminium cam carrier, two camshafts with individual adjustment, 8 high quality lightweight bucket type followers, vernier drive pulley, special valve springs, drive belt, shims etc. The whole assembly will bolt directly to your cylinder head from which you remove the cam bearing pillars.

A slightly shorter than standard belt drives the inlet cam through an adjustable pulley to enable 'spot on' setting of the inlet cam. A pair of gears takes the drive to the exhaust cam nose where a further adjustment by offset dowel enables a precise positioning of the exhaust. The high lift cam lobes now work onto bucket type followers directly onto the valve stem:- the traditional, proven system, eliminating any lost motion. Tappet adjustment is by the normal top hat shim method.

- 1) Assembled Kit.
- 2) Standard Head and Head with cam pillars removed.
- 3) Components of the kit.



There are three basic versions available:-

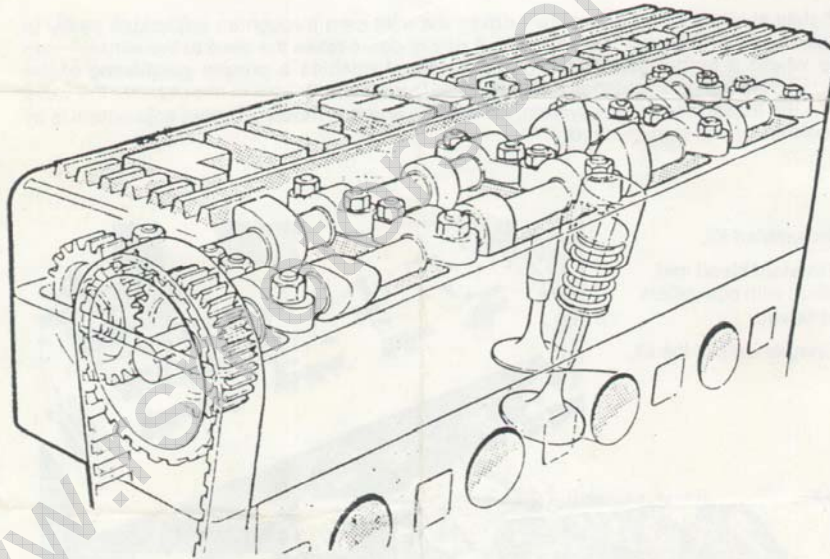
ROAD For use in performance road cars where tractability is still required to be coupled with real power. In a fully modified engine 150 bhp + will be available. 285° Duration .450" lift.

RALLY, RALLYCROSS, AUTOGRASS

General competition where maximum top end power needs to be balanced with reasonable mid range. Engines currently in use are producing around 200 bhp and because of the profiles we can use the power band is wide - 3,500-7,800. 305° Duration .475" Lift.

RACE, DRAG, SPRINT

Where ultimate power is required and tractability is not of great importance. 215 bhp + above will be available in a well prepared unit. 320° Duration .525" Valve Lift.



In addition to the production range of cams, other profiles are available for special requirements to your own or Piper recommendations.

 **PIPER**



Piper's twin-cam conversion provides even more potential for the Pinto engine.