

RACELINE[®]

Performance Engineered



DURATEC-R

Price List

Tel: 01483-811978/810812 Fax: 01483-810801

www.raceline.co.uk



DURATEC-R

Raceline is pleased to offer a comprehensive range of components and engine kits to suit the new Ford Duratec. Already heralded by those fortunate enough to get hold of early units, the Duratec-R offers near perfect dimensions and characteristics for performance applications. With standard capacity sizes of 1.8, 2.0 and 2.3 litres and an aluminium block as standard, it is widely regarded that this engine could be the most important performance 4-cylinder unit for the foreseeable future. The affordability of new and second hand units, combined with the ease in which the Duratec makes power, enables engine builders to achieve outstanding power returns for their money. The success of the Raceline Zetec-R component range proved that a well engineered product returns far better value in the long term. The Raceline Duratec-R range has been developed with the same attention to detail, offering great value for money for this level of quality. Cheaper solutions to the Duratec installation issues will emerge from other companies, but Raceline remains convinced that cutting corners with engines of this calibre is a false economy. This catalogue details the beginnings of the Raceline Duratec-R range, please keep in contact for further developments.

Engine weights : Duratec 92.8kg (less clutch/alt)
(projected race spec engine 85kg)

K-Series 89kg (less clutch/alt)

Vauxhall 110kg (approx)

Bore diameter : 87.5mm
Bore centres : 96.0mm
Inlet Valve diameter : 35.0mm
Exhaust Valve diameter : 30.0mm

DURATEC-R engines and engine kits available from 180bhp to 275bhp. Please phone for details

Contact : Mr Peter McEwen / Mr Chris Smith

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DURATEC-R

Inlet Manifold 45 DCOE type

A short, traditional style inlet manifold to suit the Duratec allowing good clearance for air filters in tight locations. Suitable for 40,45 and 48 DCOE carbs and throttle body kits. Cast in bosses on either end to accommodate vacuum take-off if required. Machined o-ring groove for sealing to cylinder head. Manufactured from LM25 grade aluminium.

Direct-to-Head Throttle Body Kit

The lightest and most cost effective throttle body arrangement on the market. 45mm butterfly, idle bleed adjusters, optional injector ports, 17° angle as per cylinder head port angle and machined o-ring groove to seal to cylinder head. Bosses for cold start if required. An under slung throttle linkage and a range of ram pipe lengths are also available. Fuel rail and regulator options depending on injector location.

Water Rail & Thermostat Housing Kit

The water rail casting takes water from the rear of the cylinder head to the front of the engine and can be used with all in-line conversions. The casting utilises the standard gasket and Ford thermostat arrangement or an elbow arrangement if a header tank is to be used. The large cross sectional area of the rail accommodates all performance levels. The rail has cast-in coil pack mount legs on the rear and various bosses for heater take-off and water temp senders. Manufactured from LM25 aluminium.

Duratec-R Cam Cover

The race styled Duratec-R aluminium cam cover improves bonnet clearance by between 30-50mm depending on the engine type, while improving the aesthetics of the engine immeasurably. As well as the low line aluminium cover, the height clearance is made possible by a sunken spun ali filler cap opened with use of an allen key. Available in plain aluminium or a black crinkle finish (shown), the Raceline Duratec-R cam cover is the perfect way to finish off a Duratec installation.

Spin On Oil filter Housing

The spin on oil filter housing replaces the cartridge type standard filter and allows much greater chassis clearance. Large range of filters can be used with the housing or an oil cooler sandwich block. Incorporates 2 oil pressure take-offs. Manufactured from LM25 grade aluminium.



Steel Flywheel

The Duratec-R lightweight flywheel is machined from EN24T steel, machined with an integral cut-in ring gear, heat treated and parker lubed. The flywheel can be machined to take 8 1/2" and 7 1/4" clutch sizes. In addition to the standard lightweight flywheel, a milled ultra-lightweight item is also available. ARP heavy duty flywheel bolts must be used. Uses AP fast road cover and organic driven plate.



Wet Sump Kit

The Raceline 5-litre capacity, high ground clearance, wet sump pan kit doesn't protrude below the bottom of the bell housing. The sump includes an integral oil pick-up pipe, baffle system, easy-clean removable oil strainer, separate drain plug, new windage tray, oil pump-to-sump sealing block wedge and all fittings and fixings. The front of sump has M10 fixing bosses to help with overall stiffness of the engine and gearbox assembly. Manufactured from LM25 grade aluminium.



Bellhousing

This bellhousing places the engine and gearbox assembly in a superior rearward position. The unit utilises a new Ford hydraulic clutch actuation arrangement and can be used with Type 9 Sierra and bellhousingless MT75 gearboxes. The bellhousing can also be used with Caterham type 6-speed gearbox, but a modification to the input shaft length will be required. Cut outs on either side of the bellhousing allow for improved pedal box clearance.



Connecting Rods & Forged Pistons

A range of high quality performance forged pistons are available for the Duratec engine from a standard 'pot' piston through to a lightweight 'slipper' option. To complement the piston range, Raceline can also offer an H beam connecting rod that utilises an ARP heavy duty connecting rod bolt. A Vendervell big end bearings is also available for both the standard and after market performance connecting rods.



Exhaust, Engine Mounts and Installation Parts

Raceline can offer a 4-into-2-into-1, tuned length, stainless steel exhaust system with a standard or re-packable silencer option to suit the Caterham Seven, as well as bespoke engine mounts. Further side exit exhaust systems are under development for other applications. A range of silicone water hose kits and plumbing are available from stock. Please phone for further details or any other installation requirements.



Alternator mounting kit	£135.00	~	~	~	~	~	~	~	~
Alternator pulley	£30.00	~	~	~	~	~	~	~	~
Alternator belt	£17.00	~	~	~	~	~	~	~	~
Air filter	£76.00	~	~	~	~	~	~	~	~
Machine / pocket pistons	£120.00								
Heavy duty connecting rod bolt set	£75.00		~	~	~	~	~	~	~
Raceline RLD210M Camshaft kit inc gears	£450.00		~				~		
Raceline RLD220M Camshaft kit inc gears	£450.00			~				~	
Raceline RLD250M Camshaft kit inc gears	£450.00				~				
Raceline RLD270M Camshaft kit inc gears	£450.00								~
210/220 valve spring set	£93.00		~	~	~	~	~	~	~
210/220 valve spring retainer set	£57.00		~	~	~	~	~	~	~
250 valve spring set	£120.00				~				~
250 valve spring retainer set	£80.00				~				~
Crank, pulley and sprocket, mod and key	£195.00	~	~	~	~	~	~	~	~
Raceline modified cylinder head	£500.00				~			~	~
Forged piston – set	£420.00				~				~
Forged piston – machine to spec	£420.00				~				~
2000cc H Beam connecting rod set	£660.00				~				~
2300cc H Beam connecting rod set	£660.00								~
Raceline – machine, build and prep etc		~	~	~	~	~	~	~	~
TOTAL PRICE (EX VAT)		£5550.00	£6150.00	£6275.00	£8270.00	£5800.00	£6525.00	£7095.00	£8595.00

Options	Price (ex vat)
Raceline – ‘Duratec-R’ Cam cover + filler cap	£275.00
Cam cover – crinkle finish – black	£25.00
Cam cover insert – carbon	TBA
Engine Management Kit – inc air temperature sender, water temperature sender, barometric pressure sender, ECU module and wiring loom.	From £ 745.00
Bell housing – aluminium	£245.00
Clutch actuator kit	£136.13
Clutch actuator hose kit	£20.00
Throttle cable	£20.00
Fuel hose	£18.00
Engine mount set – Caterham / Westfield / Caterham SV	£140.00
Exhaust system – 4to2to1 1 5/8” and 1 3/4” primary - standard silencer, re-packable and cat versions available - Caterham/SV and Westfield	From £625.00
Silicone water hose kit – blue	£90.00

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