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2300 Ford OHC
Valve Spring installation
#1470, 1472, 1473

PART #	1470 (type A)	1472 (type B)	1473 (type C)
RETAINER	1476A	1476B	1476B
INSTALLED HEIGHT	1.45" 90 LBS.	1.687" 90 LBS.	1.810" 90 LBS.
CHECKING PRESSURE	1" 210 LBS.	1.147" 248 LBS.	1.785" 100 LBS.
CHECKING PRESSURE	.96" 240 LBS.	1.147" 248 LBS.	1.2" 300 LBS.
COIL BIND	.91"	1.0"	1.10"

Installed height is measured from the bottom of the retainer to the cylinder head.

1470 Type A Valve Springs

Single spring/flat inner dampener; 1.430" o.d., 1.9" free length. for use with all cams using stock length valves. Should be a 'drop in' installation. No machining needed. Can use our 1476A steel retainer (preferred) or the stock retainer. Stock valve or our 'cheater valves' (stock valve with larger head diameter) have 4 keeper grooves and use the stock 2300 keepers.

1472 Type B Valve Springs

Single spring/flat inner dampener; 1.435" o.d, 2.15" free length. For use with all cams using our **#1495/1497 .100" longer valves** (except cam #1412 which uses #1473 springs). Install at 1.687" from bottom of retainer to cylinder head, using our #1476B steel retainers. These retainers mount on the **lower groove** of the valve, and use a single groove keeper as used on Ford & Chevy V8 engines. Use our cutting tool #1478 to achieve the correct installed height. Usually very little, if any, machining is necessary to get the correct installed height.

#1473 Type C Valve Springs

For use with cams over .540" lift. Valve spring seat must be cut to achieve correct installed height and valve guides should be checked for retainer to valve seal interference. Cams over .600" lift will require cutting the valve guides down to fit pc type valve seals.

On all cams, be sure the cam follower never touches the retainer throughout the whole cycle of valve opening and closing.

Coil bind is when the valve spring cannot compress further, and will instantly destroy a camshaft and possibly the cylinder head. Turn the cam in the head and check for clearance between the coils of the valve spring at full valve lift to check for coil bind. On hydraulic cam engines you can order one mechanical lash adjuster (1/8 total set price) to do this check.