

## Duratech 2 0 Engine Breakdown

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Duratec HE 2.0 liter Engine Problems and Reliability. 1. Camshaft seals are unreliable. 2. Thermostat brakes very often. Then the engines don't warm up or vice versa. That problem is suitable for 60,000 mileage. 3. Intake manifold valve can cause the Check Engine sign. If your car doesn't accelerate after 3000 rpm, maybe your problem in that valve.

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*Ford 2.0L Duratec HE Engine specs, problems, reliability ...*

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Ford 2.0L Duratec 20 Engine. The Duratec 20, also known as the Mazda L engine, is a 2.0-liter naturally aspirated four-cylinder from Ford Motor used to power compact and midsize cars, cargo vans and subcompact utility vehicles, or more commonly known as CUVs. Featuring a dual overhead cam (DOHC) design, in an inline configuration, the Ford Duratec 20 engine has been part of the Ford Duratec engine family since 2001.

### *Ford 2.0L Duratec 20 Engine Info, Power, Details, Specs, Wiki*

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European 1.8 L and 2.0 L Duratec HE engines are built at the Valencia Engine Plant in Spain. The compression rate is 10.8:1. The compression rate is 10.8:1. The Focus RS featured a turbocharged version of the 2.0 L Zetec unit producing 215 bhp (158 kW) and 310 N·m (229 ft·lbf) of torque , although badged a Duratec-RS.

*Ford Duratec engine - Ford Wiki*

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The Duratec engine is available in 2.0 and 2.3 litre as well as a newer version, the

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2.5 litre which currently isn't fitted as standard to any of the Caterham range. The four cylinder, 16v unit is very robust and durable and capable of some impressive performance figures in both normally aspirated and forced induction applications.

### *Duratec Engine Upgrades - PREMIER POWER*

However, they reduced the size from 2.54 to 2.50 L (2,544 to 2,495 cc) to keep under a 2.5 L tax cap in Japan. This was accomplished with a reduction of the bore from 82.42 mm (3.245 in) to 81.66 mm (3.215 in). The engine produced 170 hp (127 kW) at 6250 rpm and 165 lb·ft (224 N·m) of torque.

### *Ford Duratec V6 engine - Wikipedia*

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What this means to us is it doesn't take much to tune the Duratec to around 200bhp, at which point, you need to switch the rods and pistons to more reliable components. We already stock Forged Accralite pistons and H-section Farndon steel rods for such conversions.

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## *Ford Duratec HE Tuning Guide - Burton Power*

2.0 L (1,988 cc) 1998–2004: DOHC Zetec-SE: Sigma: 1.2 L (1,242 cc) 1.4 L (1,388 cc) 1.6 L (1,596 cc) 1.7 L (1,679 cc) 1995–present: DOHC Zetec-Rocam: Sigma: 1.0 L (999 cc) 1.3 L (1,297 cc) 1.6 L (1,597 cc) 2000–2014: SOHC: Zetec TDCi: Duratorq: 1.4 L (1,399 cc) 1.6 L (1,560 cc) 1.8 L (1,753 cc) 2.0 L (1,998 cc) 2.2 L (2,198 cc) 2.4 L (2,402 cc)

## *Ford Zetec engine - Wikipedia*

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