1300664

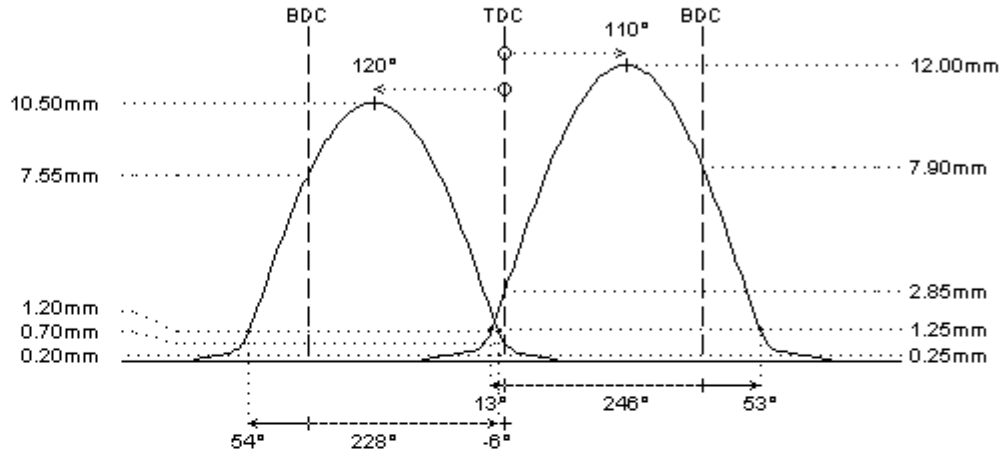
turbo conversion

Bmw S14 (23 4 EA) 195hp

I-4cyl 2.3L 16v DOHC (DTs/DTs)

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.20mm
duration @ 0.1mm	: 293°	267°
duration @ 1.0mm	: 246°	228°
valve lift	: 12.00mm	10.50mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 13° / 53°	54° / -6°
valve lift @ TDC	: 2.85mm	0.70mm
parts setup:		
cam wheels :	:	:
follower	: CC010	: CC010
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99322	: 99322
lower retainer	: remove	: remove
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 39kg @ 35.0mm	: 39kg @ 35.0mm
max. load / lift	: 118kg @ 14.5mm	: 118kg @ 14.5mm

REMARKS :



REMARKS :

These camshafts can be used in following engines (different valves are used, please contact Cat Cams in case of doubt):
- S14 (23 4 EA), 2302cc, 195hp
- S14 (23 4 S2), 2302cc, 215hp
- S14 (25 4 S1), 2467cc, 238hp

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

These profiles require race cam followers with shim between cam follower and valve (shim under follower). It is not possible to use these profiles on std cam followers with the shim between the follower and the cam (shim over follower).

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

ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors

for TURBO conversion (atmospheric to turbo)