

3701252

turbo conversion

Mazda B6 /turbo hydraulic cam followers

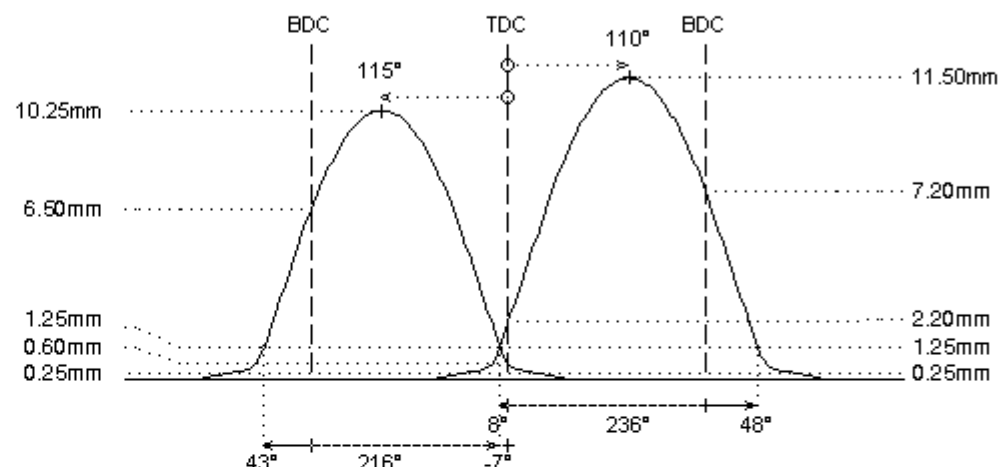
I-4cyl 1.6L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 269°	249°
duration @ 1.0mm	: 236°	216°
valve lift	: 11.50mm	10.25mm
cam lift	:	
lobe angle	: 110°	115°
timing @ 1.0mm	: 8° / 48°	43° / -7°
valve lift @ TDC	: 2.20mm	0.60mm
parts setup:		
cam wheels :	CTMA023	CTMA023
follower :	CC017	CC017
valve lash :	TS102	TS102
valve :	O.E.M.	O.E.M.
valve locks :	O.E.M.	O.E.M.
upper retainer :	O.E.M.	O.E.M.
lower retainer :	O.E.M.	O.E.M.
exterior spring :	PAC-S90015	PAC-S90015
interior spring :		
fitted load / length	: 25kg @ 39.5mm	: 25kg @ 39.5mm
max. load / lift	: 73kg @ 13.0mm	: 73kg @ 13.0mm

REMARKS :

if required, use extra shims to increase spring load



REMARKS :

- # camshafts for use in 1598cc B6 engines:
 - long intake camshaft with sleeve for distributor drive
 - short exhaust camshaft
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts 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
- # for TURBO conversion (atmospheric to turbo)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors