

6404006

turbo conversion

Subaru EG33

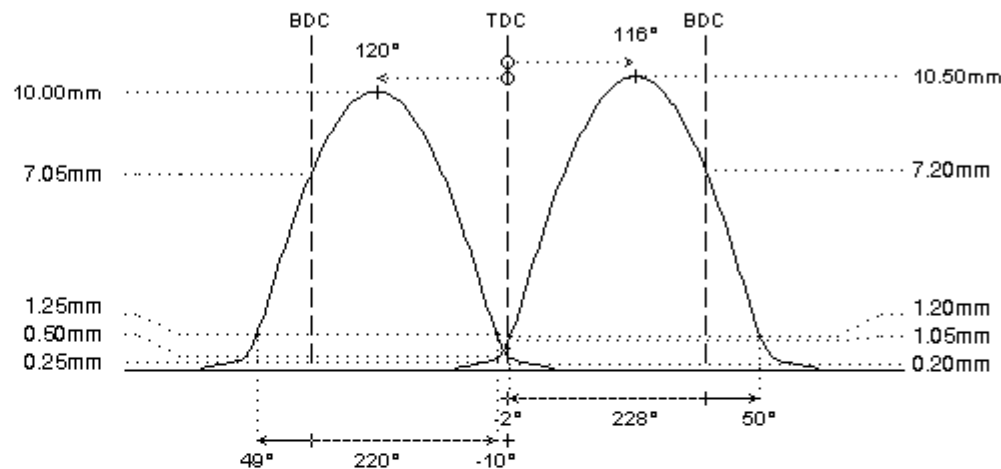
B-6cyl 3.3L 24v QOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.25mm
duration @ 0.1mm	: 267°	250°
duration @ 1.0mm	: 228°	219°
valve lift	: 10.50mm	10.00mm
cam lift	:	
lobe angle	: 116°	120°
timing @ 1.0mm	: -2° / 50°	49° / -10°
valve lift @ TDC	: 1.05mm	0.50mm
parts setup:		
cam wheels :	:	:
follower :	CC002	CC002
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-E99861	PAC-E99861
interior spring :	PAC-I99861	PAC-I99861
fitted load / length :	40kg @ 29.0mm	40kg @ 29.0mm
max. load / lift :	105kg @ 11.0mm	105kg @ 11.0mm

REMARKS :

Lower valve seal if lift is higher than 10.5mm



REMARKS :

- # **steel billet camshafts for use in EG33 engine:**
 - exhaust camshafts driven by belt
 - intake camshafts driven by **internal meshed gear**

MORE PROFILE OPTIONS ON REQUEST

- # **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