

3701254

turbo conversion

Mazda B6 /turbo

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



intake **exhaust**

camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 277°	262°
duration @ 1.0mm	: 243°	224°
valve lift	: 12.00mm	10.80mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 12° / 51°	52° / -8°
valve lift @ TDC	: 2.70mm	0.60mm

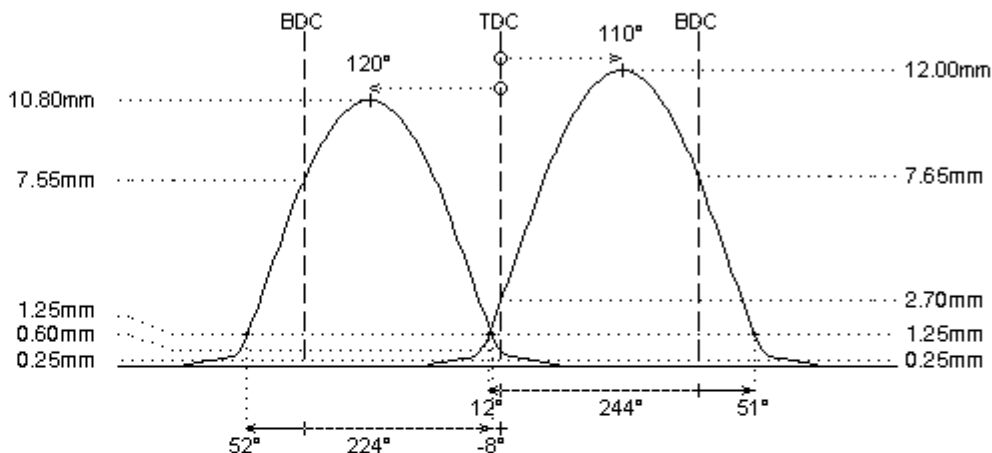
parts setup:

cam wheels :	:	:
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