

# 3701210

turbo conversion

Mazda B6 /turbo

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



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 266°	247°
duration @ 1.0mm	: 231°	215°
valve lift	: 10.50mm	9.40mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 5° / 46°	47° / -12°
valve lift @ TDC	: 1.55mm	0.20mm

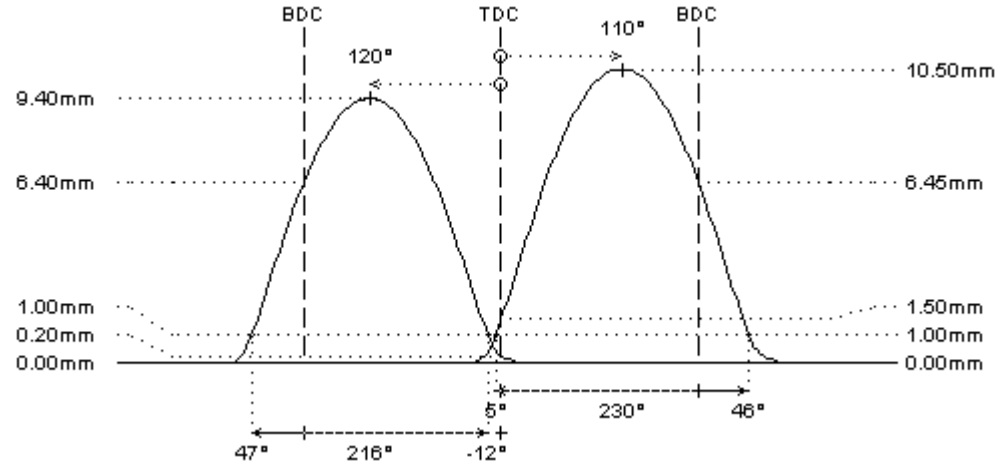
**parts setup:**

cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
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 :**

# use extra shims to increase spring load for higher rpm



**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 use in competition engines with independent engine management (throttle position sensor) or carburetors