

Specialised Engines LTD

From: "Specialised Engines LTD" <specialisedengines@talk21.com>
To: <Dave Wright A27 engineering>
Sent: 08 November 2006 10:29
Subject: 3.0+ stage 2 for 2.8 Panther

Dave sorry for the delay in my reply have enclosed copies of the invoices for the engine and old unit deposit, below I have listed the spec for your records

3.0 + stage 2 unleaded engine

Bore 94mm (3.700") stroke 72mm (2.834") = 3.0 litres (3005cc).

Valve sizes inlet 44.45mm (1.750") this is just over 2mm bigger than the standard valve, the exhaust valve is standard and for unleaded use 36.10mm (1.421") the exhaust valves go with the 5mm tapered hardened exhaust sets fitted to the heads .

Heads are gasflowed with three way valve seats and Phosphor bronze valve guides fitted on the exhaust.

Cam type fitted is the Kent Cams V6T2 cam lift is 7.43mm (.293"), valve lift 10.56 (.416") inlet 10.51mm (.414") exhaust, Duration 280 degrees timing figures 37/63 73/27 Full lift 1.3 degrees Valve clearance inlet 0.36mm (0.014") exhaust 0.41mm (0.016").

Plug type NGK BCP6ES or Champion RN9YCC plug gap .75mm to 1.00mm (0.035" to 0.040") they run a bigger gap with the unleaded and it will run and perform much better with super unleaded 97 or 98 octane rating.

Oil you can use 10/40/or 15/40 or 20/50 mineral based oil is fine you will not need to use a fully synthetic oil you really do not need to waste the money on it .

C/O and H/C values the c/o will run well at 1.75 to as much as 2.00 @ 900 rpm , H/C levels will be higher than normal due to the cam profile check these warm @ 1500 rpm you should get a reading below 1,000 ppm.

David I hope this helps you, if you need any help or advice call me on 00 44 1375 378606,all the best Ian.

08/11/06