



P.O. Box 6804 • Greensboro, N.C. 27405 • 919-273-9604

ENGINE SPECS: KORMAN BMW ENGINE STAGE 25

BORE: 3.574"

STROKE: 3.15"

PISTONS: MAHLE - High Performance with extra valve relief machined for SCHRICK 304 Cam, balanced

CAMSHAFT: SCHRICK 304 304" Duration, 10.7 mm Lift, Special Dual Valve Springs, Chrome Alloy Retainers, Rocker Arms, Lightened, Polished, Crack Checked

VALVE SEATS: Performance 3 angle cuts

CYLINDER HEAD: Ported, Polished, Matched to Manifolds

CON RODS: Lightened, Polished, Magnafluxed, Balanced, Peened

CRANKSHAFT: Magnafluxed, Micropolished, Balanced

CARBS: 2 WEBER 40 DCOE

34 mm Chokes
130 Main Jets
190 Air Corr.

40 Pump Jets
50F8 Idle Jets

TIMING: 1520 rpm at 25° Timing Mark

VALVE CLEARANCE: Standard .006 - .008"

RUNNING IN:

~~1st 100 miles: 2000 rpm to 3500 rpm~~

~~100 - 500 miles: 4000~~

~~500 - 750 miles: Retorque Head, Readjust Valves, Change Oil & Filter
HD 30 WT or 20 - 50~~

NO FULL THROTTLE OR LUGGING ENGINE DURING BREAK-IN.

RUN-IN ON DYNO.



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(800) 438-6421

TUNING NOTES

KORMAN AUTOWORKS STAGE TWO ENGINES

VALVE CLEARANCE: .006"-.008" Cold, .007"-.009" hot.

CYLINDER HEAD BOLT TORQUE: 60lbs. hot.

Torque in standard cross pattern per BMW manual instructions.

CONTACT POINT GAP: .014"-.016"

DWELL ANGLE: 59 - 65 degrees.

RECOMMENDED SPARK PLUGS: NGK BP6ES

PLUG GAP: .024-.028 with standard ignition

.055-.060 with Jacobs Compusensor.

.060-.065 with Jacobs Compusensor and CompuCoil.

TIMING: ~~1200 - 1400~~ ^{1500 - 1600} rpm on the 25 degree ball timing advance mark.

1400 - 1600rpm setting may be necessary if sufficient octane fuel is not available.

WEBER 40DCOE CARBURETORS;

Clean air filter foam with strong detergent and hot water. If very dirty, clean first in solvent but test to ensure solvent will not harm foam.

Synchronize carbs with UNISYN or similar device.

Adjust idle speed to ~~975~~ rpm \pm 25rpm. ^{1050 to 1100 RPM for Sckrick Cam}

Adjust idle mixture screws evenly to obtain 2.5% CO at idle. Where

emmission levels are prescribed by law (usually 2%) the mixture can be leaned as required. Too lean a mixture may cause some spitting back of the carbs when cold. High hydrocarbons may be attributed to too lean a mixture and also to improperly synchronized carbs or an air leak. Spitting back is also caused by out of synch carbs. The "O" rings between the carbs and manifolds should be checked for air leaks. They may leak if tightened unevenly, over-tightened, or too loose.

FUEL REGULATOR ON "3"

KORMAN
AUTOWORKS

G. SABO

DYNO TEST RESULTS

Engine BMW 2.0 STG 2 Bore 3.524 Stroke 3.15 C.R. 9.5:1

Camshaft SCHRIEK 304 Valve Lift 10.7 Ign. Adv. 1500 Fuel UNLEADED PREMIUM 91 OCTANE

