

Engine Tuning For K6a

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engine does not have a knock sensor so its up to you to tune it within specs.. I believe the K6A (which has an ally block) does have a sensor which is possibly why they managed to increase the torque (just advance the ignition to gain and let the sensor pull the timing back when needed) oh and it also changes the

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This engine produces 60 PS (44 kW) at 5500 rpm and 7.8 kg?m (76 N?m) of torque at 4000 rpm. In 2017, this engine upgraded again to meet the Euro 4 standards for Vietnamese market. Now produces 42 PS (31 kW) at 5500 rpm and 68 Nm at 3800 rpm.

~~List of Suzuki engines—Wikipedia~~

Engine Suzuki K6A-YH6 Technical/Repair Manual (113 pages) Engine Suzuki DF150 Owner's Manual (61 pages) Engine Suzuki Engine 2002 GRAND VITARA SQ420 Service Manual (834 pages) ... The engine is a water cooled, in-line, 3 cylinder, 4-stroke gasoline unit with its S.O.H.C. (single overhead camshaft) valve mechanism arranged for "V"-type ...

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(Tested on unleaded 95 and BPR6ES spark plugs). Because the head sits lower on the blok, you get different, read retarded, valve timing! Tuning the valvetiming is pretty difficult, I filed one side of the camshaft spline, so you can alter the camshaft timing a few degrees! General guideline to engine tuning: "The 80% Rule". Which means that the intake port area should be max. 80% of the intake valve area, the exhaust valve area should be about 80% of the intake valve area and the exhaust ...

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For the K6A engine, a common turbo to use is the HT07 from a Wagon R Wide in japan. It bolts directly to the stock manifold and downpipe. It can give up to 120bhp or so. But the trade-off is a much longer spooling time. Alternatively a Garrett GT1241 can be a good match for these engines to make 110-115bhp without too much lag.

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