

Compact Cup Championship

Technical File 2021

'Specific details are contained within the 'Compact Cup Championship Technical File'.

This file is to be used in conjunction with the 5.7: ENGINE regulations and is the definitive document in the comparison of 'standard engine parts'. CCC 5.7.Engine



5.7: ENGINE:

The only permitted engine for use in the Compact Cup Championship is the BMW M44B19 16v.

Revised: October 2020



OEM Inlet cam showing 'cast in' 'E' (einlass/inlet) and other 'cast in' identification.

Inlet cam must be a genuine BMW OEM standard part. A pattern or reprofiled cam is NOT permitted.

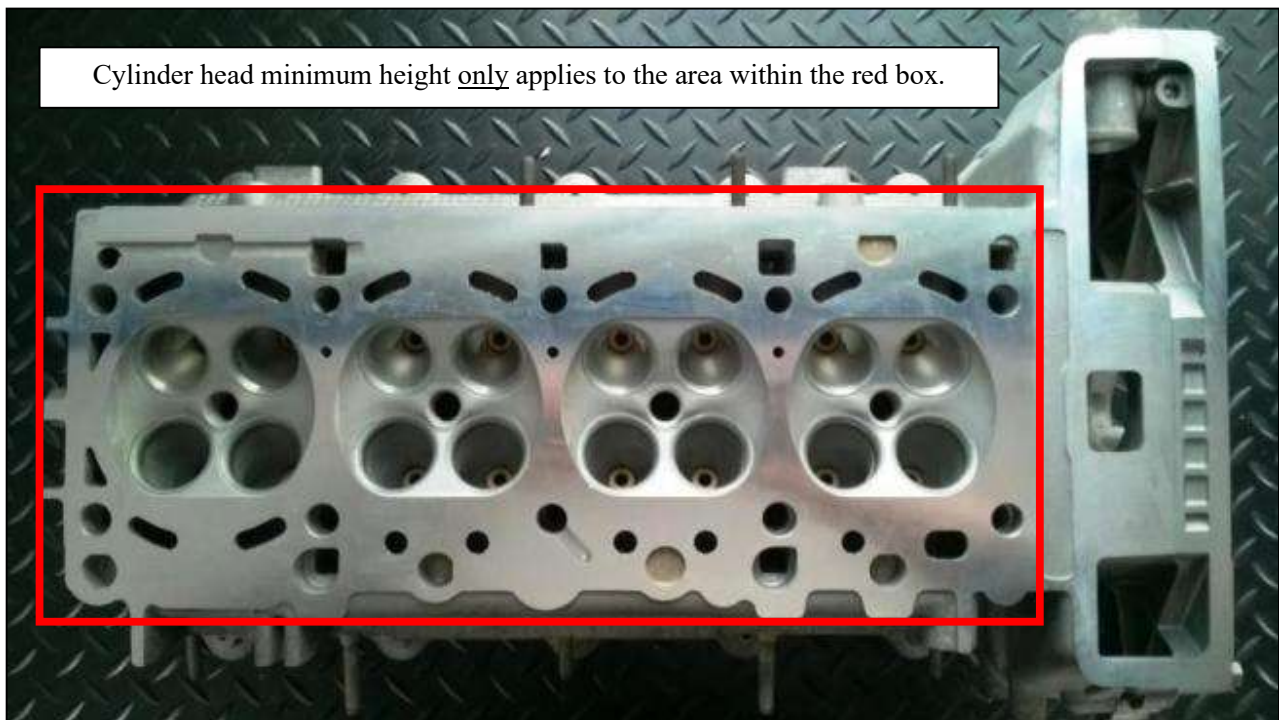
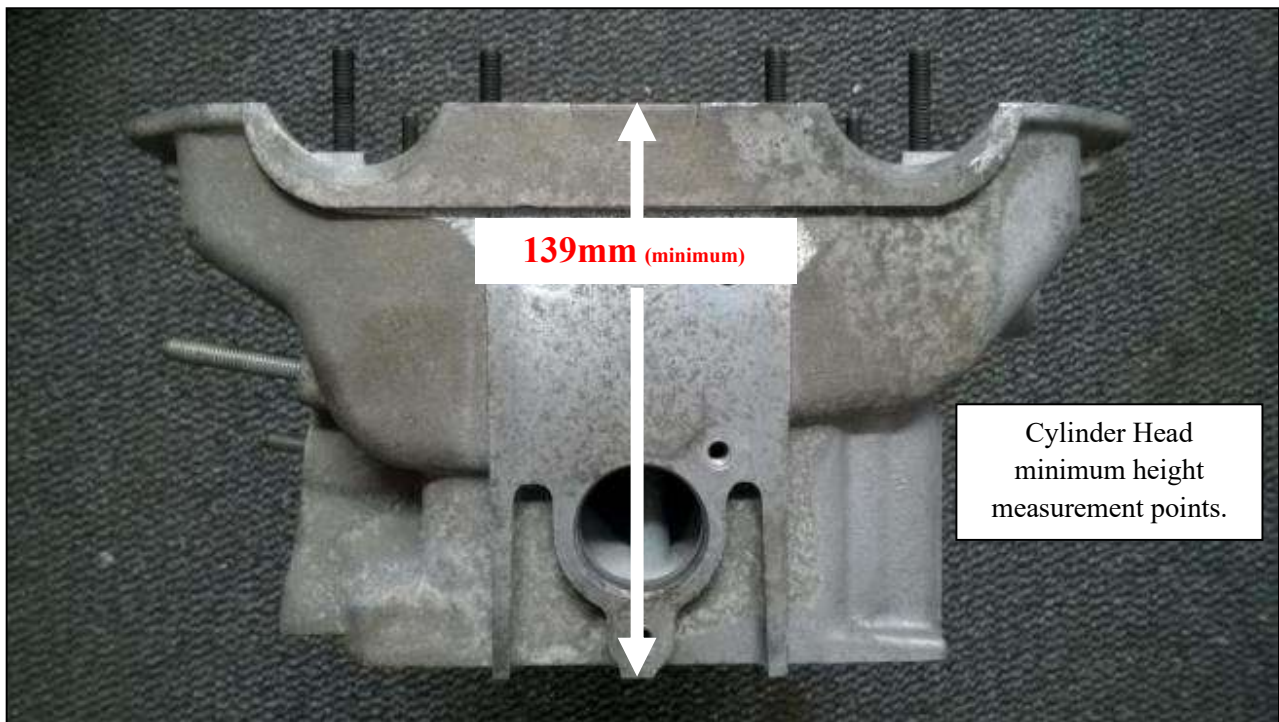


OEM Exhaust cam showing 'cast in' 'A' (auspuffanlage/exhaust) and other 'cast in' identification.

Exhaust cam must be a genuine BMW OEM standard part. A pattern or reprofiled cam is NOT permitted.

Top of cylinder head casting showing specific model number.





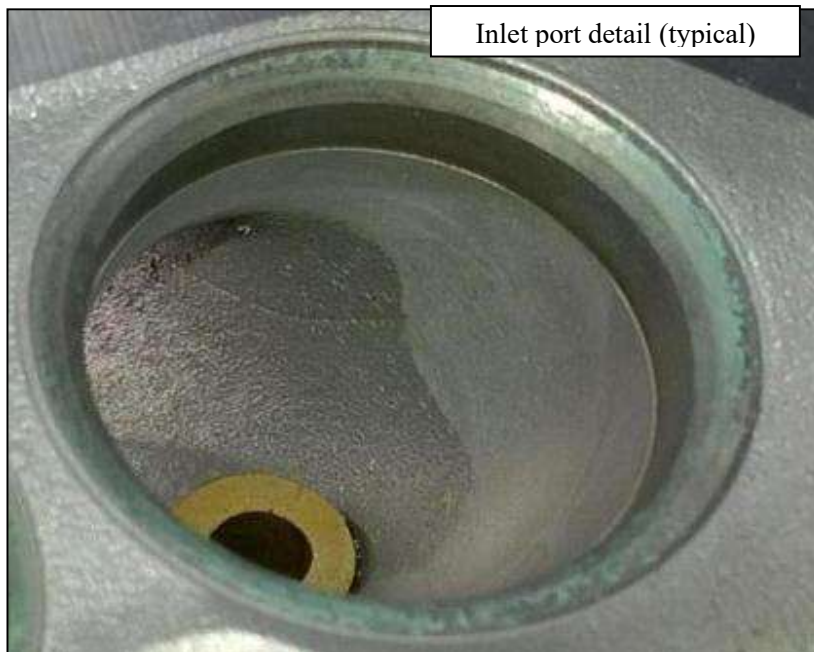
Revised: October 2020



Combustion chamber showing OEM standard installation of valve seats. OEM standard part or standard pattern valve seats must retain the original OEM standard part dimensions and seat angles.

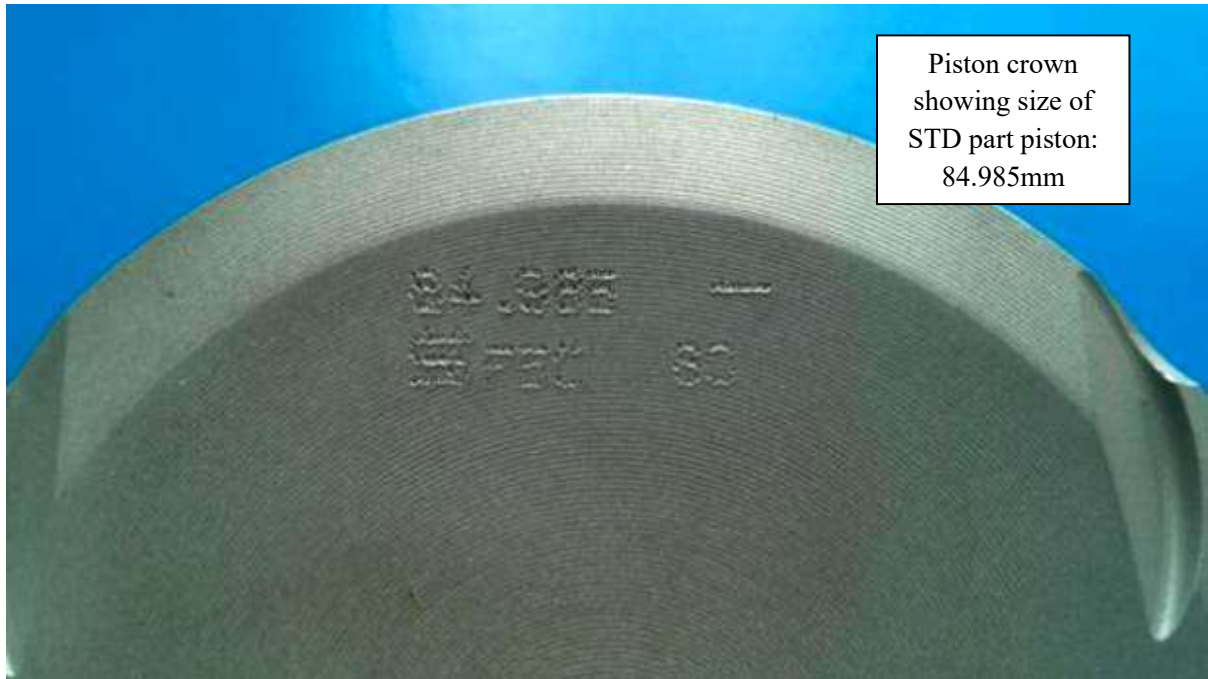


Combustion chamber showing Inlet ports with typical 'as cast' finish





Intake port showing OEM standard part machined area under valve seat & 'as cast' surface finish extending up to the machined area of port (typical).









Standard part Dowel Cap Rod
C to C length: 140mm (nominal)
Weight: 548g (minimum)
Including bolts

Revised: October 2020





Casting number on M44 block. (typical)

Revised: October 2020





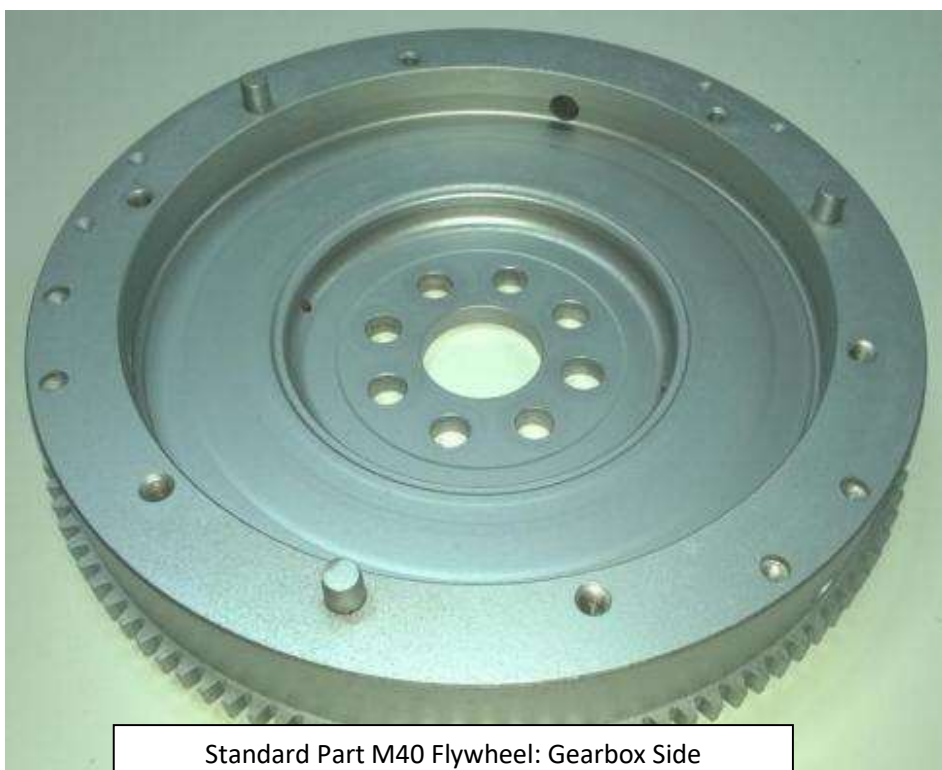
Standard Part Crankshaft showing casting number and stroke (Hub 83.5)



Standard Part Dual Mass Flywheel: Gearbox Side



Standard Part Dual Mass Flywheel: Block Side



Standard Part M40 Flywheel: Gearbox Side



Standard Part M40 Flywheel: Block Side





Standard Part RHD Exhaust Manifold is mandatory



Closer view of Standard Part RHD Exhaust Manifold.



Standard Part Throttle Body showing casting numbers & butterfly linkage.
All of which must remain unaltered.



Detail of throttle body spindle (primary)



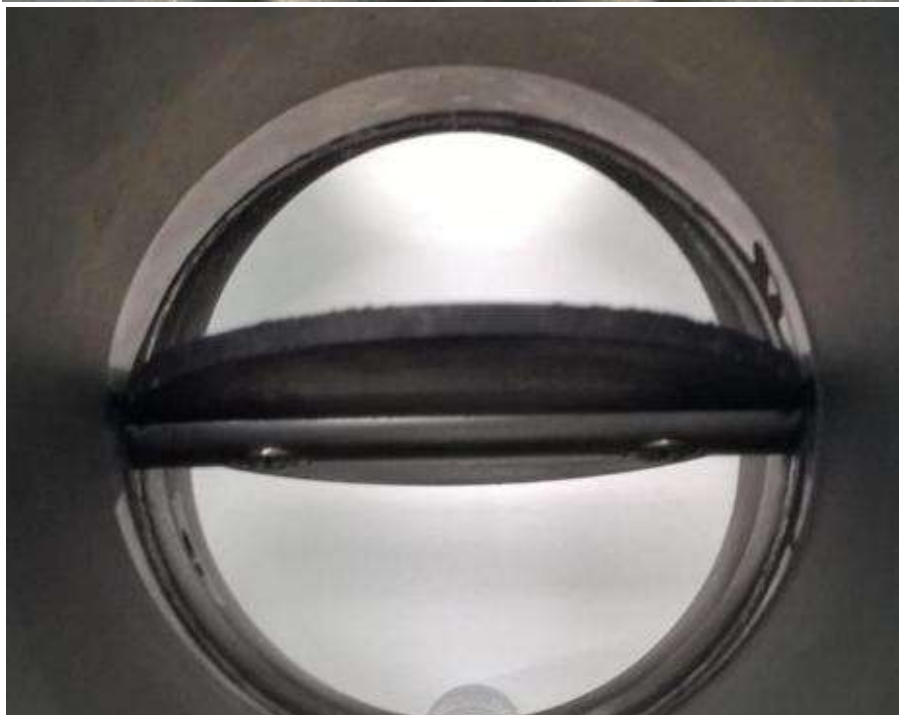
Detail of throttle body spindle (secondary)



Detail of throttle body spindles & locked screw fittings.



Position of primary butterfly at W.O.T



Position of secondary butterfly at W.O.T. showing over Centre rotation.
This positioning must not be adjusted from the Standard Part OEM setting.

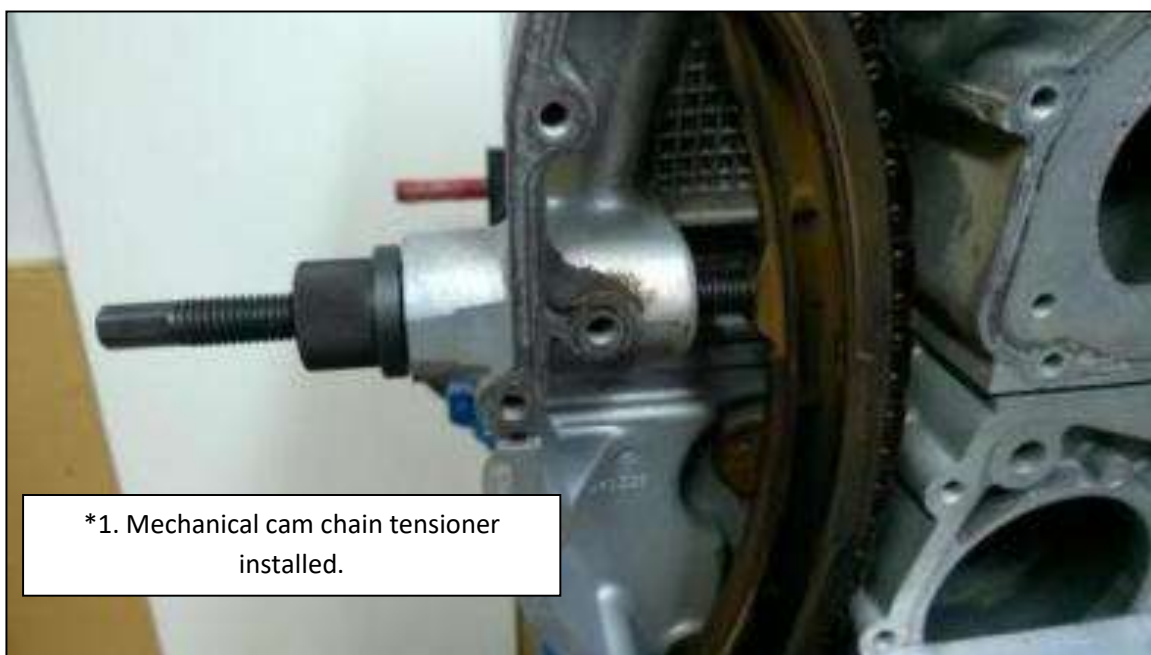


Position of secondary butterfly at W.O.T. showing over center rotation.
This positioning must not be adjusted from the Standard Part OEM
setting.



Measuring 'as installed' head gasket thickness. Minimum 1.50mm

Cam Timing



*1. Mechanical cam chain tensioner installed.



*2 Degree Wheel Installed



Deadstop tool



*3. Deadstop tool inserted through #1 spark plug hole.



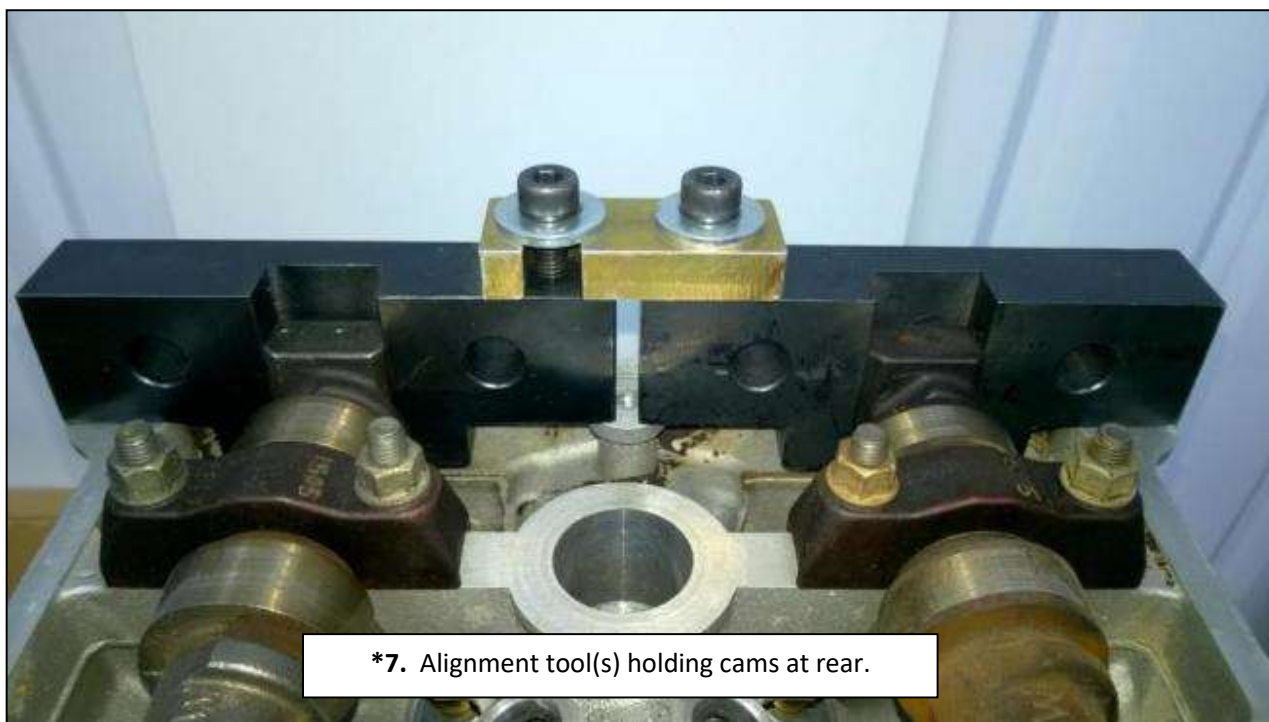
*4. Indicator positioned on Timing Disc according to deadstop readings.



*5. Exhaust cam sprocket
Showing vertical alignment of
arrow on sprocket.



*6. Inlet cam sprocket
Showing vertical alignment of
arrow on sprocket.



NB. *The previous numerical sequence illustrates the sequential method of checking Compact Cup Championship cam timing.

This is the only method of camshaft checking/setting recognised with reference to the Compact Cup Championship Tech File.

The settings in *1.*2.*3.*4.*5.*6. and *7. **must** be synchronised to confirm the correct Compact Cup Championship cam timing.

This is the mandatory cam timing for the Compact Cup Championship.

NO OTHER CAM TIMING SETTINGS ARE PERMITTED

Diagram 1

This is the only location permissible for the 'Cold Air Pickup' to the air filter box.



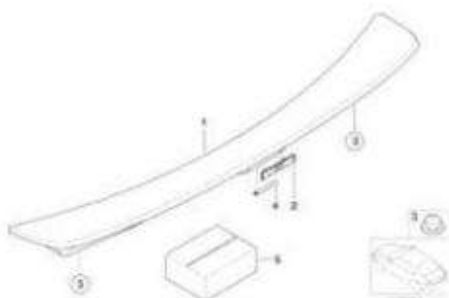
The fog lamp position on the O/S (RHD) of the bumper may be blanked.

The aperture must remain.

Some derivatives of the E36 Compact have the main air intake grill blanked from the rear of the bumper. It is therefore permissible to blank the main air grill from the rear of the bumper.

The aperture must remain.

Diagram 2



Images illustrate a BMW E36 M-TEC boot spoiler / pattern part

Diagram 3



Images illustrate a BMW E36 M Sport rear bumper & diffuser

PISTONS

Material of piston:

Cast Aluminium

Diameter of Piston @ skirt:

84.985mm (nominal)

OVERSIZE PISTONS NOT PERMITTED

Number and Thickness of Rings:

Top: 1.2mm, Second: 1.5mm, Oil: 2.0mm

Overall Piston Height:

54.00mm (nominal)

Weight:

321g (minimum)

PISTON PIN

Diameter:

21.99mm

Length:

53.85mm (minimum)

Weight:

100g (minimum)

CONNECTING RODS

Dowel Cap Type:

Length Center to Center:

140mm (nominal)

Weight:

548g (minimum)

Crack Cap Type:

Length Center to Center:

140mm (nominal)

Weight:

532g (minimum)

CYLINDER HEAD

Overall Height:

139.00mm (minimum)

VALVES

Inlet:

Length:

105.90mm (nominal)

Diameter of head:

32.90mm (nominal)

Diameter of stem:

5.94mm (minimum)

Weight:

47g (nominal)

Exhaust:

Length:

105.47mm (nominal)

Diameter of Head:

30.40mm (nominal)

Diameter of stem:

5.94mm (minimum)

Weight:

47g (nominal)

Valve Seats:

Inlet (Internal throat diameter):

28.00mm (nominal)

Exhaust (Internal throat diameter):

24.70mm (nominal)

Valve Seat Angles:

3 angle: 30°-45°-60°

Valve Guide:

Inlet Guide Length:	39.50mm (minimum)
Exhaust Guide Length:	43.50mm (minimum)
Valve Guide Material:	Brass

Camshafts:

Inlet: (Einlass)	
Base Circle Diameter. (BCD):	38mm (minimum)
Total Lobe Height:	43.85mm (maximum)
Lobe Width:	15mm (nominal)

Exhaust: (Auspuffanlage)

Base Circle Diameter. (BCD):	38mm (minimum)
Total Lobe Height:	43.85mm (maximum)
Lobe Width:	15mm (nominal)

Crankshaft:

Stroke: (Hub)	83.5mm (nominal)
Main Bearing Journal Size:	
Std:	60mm (nominal)
.25mm undersize:	59.75mm (nominal)
Rod End Journal Size:	
Std:	45mm (nominal)
.25mm undersize:	44.75mm (nominal)

Throttle Body

Primary throttle diameter @ butterfly:	35.00mm (maximum)
Secondary throttle diameter @ butterfly:	54.00mm (maximum)

Head Gasket

It is not permitted to use a head gasket with an 'as installed' thickness of less than 1.50mm. (.059")

Internal Engine Cleaning

Other than the use of *'Super Finishing' and or polishing any method of cleaning internal engine components is permitted.

'Super Finishing' any engine or transmission component's is prohibited and non-compliant with the Compact Cup Championship rules.

Nomenclature:

The phrase(s) *'Super Finished'/'Super Finishing' used within these regulations refers to the metal finishing enhancement process developed by the Chrysler Corporation in 1934.

The terminology encompasses any of its applied forms: Chemically Assisted Surface Enhancement Isotropic Superfinishing, Vibratory Deburring, REM or indeed any process derived from the principal of 'Super Finished/Super Finishing' originally developed by the Chrysler Corporation in 1934.