

Marks 2zz-ge Mk1 Mr2 testimonial

Just thought I'd write a long overdue update to his project.

So how does it drive?...I decided early on that I wanted the closest ratios available in the gearbox (apart from 6th) with the torsen LSD and I'm very pleased I went for this setup. The traction on take off is great with both wheels digging into the tarmac. When the engine hits 6200rpm the second cam kicks in and the car just lets rip singing around to the 8500rpm cut out. Due to the close ratio box there is a momentary pause after the change to second gear then it hits 6200rpm cam change-over point and it takes off again. 3rd to 4th, 4th to 5th and 5th to 6th are all really close so from 2nd gear on the car never drops out of the high lift cam if all the revs are used. It is very addictive and amazingly fun. There is nothing better than taking it for a blast along known country roads on a quiet Sunday morning, with the engine on the high lift cam the noise is like a group A normally aspirated rally car ☐

The engine makes more power and torque at all points in the rev range than the standard 4AGE but it still retains and even enhances the high revving nature that makes the Mk1 MR2 so much fun in the first place. As Paul put it it's like a Mk1 plus. Since this is my everyday car I also wanted it to cruise well on the motorway, be quiet and return decent mpg. I'm pleased to say due to the standard MK2 backbox, standard Mk1 intake and 6th gear it does indeed cruise more quietly than the standard Mk1 and returns about 40mpg at a steady 70 - 80mph. Handling wise due to the LSD this has improved immensely and in the wet I'm now able to hang the rear out around roundabouts and hold it there on the power in a lovely drift. The 2ZZ engine is very light being all alloy and is lighter than the original iron block 4AGE, this has cancelled out the weight of the extra (6th) gear and has maintained the great balance of the standard Mk1 MR2. Paul fitted a full set of poly bushes for me so next week I'll have the car fully aligned to the TRD settings which should hopefully sharpen the initial turn in a little. Other than that I may experiment with drilling out the poly engine mounts slightly since at the moment there is a little too much vibration at tick-over due to the ridged nature of the mounts.

Overall though as you've probably guessed I'm delighted with this conversion... hats off to Paul at Woodsport for not only creating it but also the backup he's given me since.