

3700623

turbo conversion

Mazda BP Hydraulic cam followers

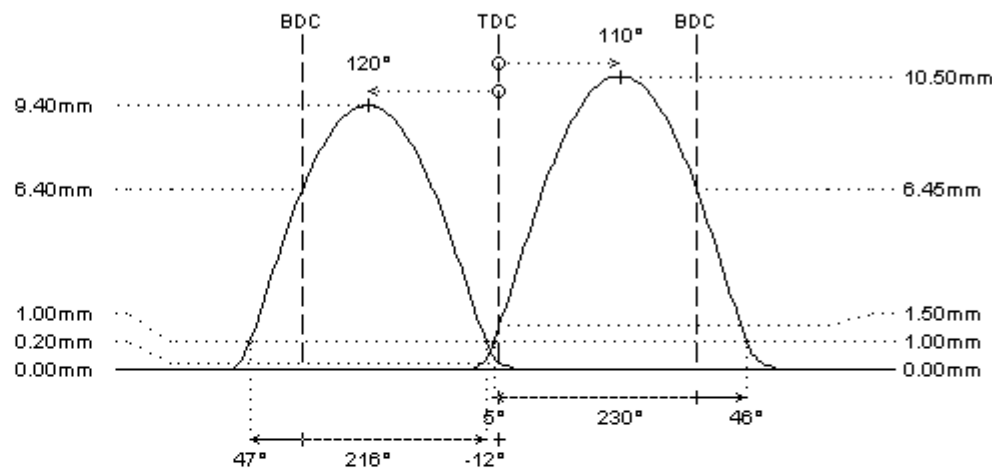
I-4cyl 1.8L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 266°	247°
duration @ 1.0mm	: 231°	215°
valve lift	: 10.50mm	9.40mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 5° / 46°	47° / -12°
valve lift @ TDC	: 1.50mm	0.20mm
parts setup:		
cam wheels :	CTMA023	CTMA023
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99417/s	99417/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	PAC-S90019	PAC-S90019
interior spring		
fitted load / length	: 33kg @ 35.0mm	: 33kg @ 35.0mm
max. load / lift	: 82kg @ 12.5mm	: 82kg @ 12.5mm

REMARKS :

valve locks and retainer are not interchangeable with the parts of BP engines with original mechanical followers.

**REMARKS :**

- # camshafts for use in 1840cc BP engines with originally hydraulic cam followers (30mm):
 - short intake camshaft
 - long exhaust camshaft, grooves in cam bearings, slot for distributor drive
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)