

3701656

hot street - dirt track

Mazda BP turbo 180hp / 166hp EU

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



intake

exhaust

camshaft data:

lash ramp : 0.25mm
duration @ 0.1mm : 264°
duration @ 1.0mm : 232°
valve lift : 11.25mm
cam lift :
lobe angle : 110°
timing @ 1.0mm : 6° / 46°
valve lift @ TDC : 1.95mm

0.25mm
242°
210°
10.00mm
:
120°
45° / -15°
0.35mm

parts setup:

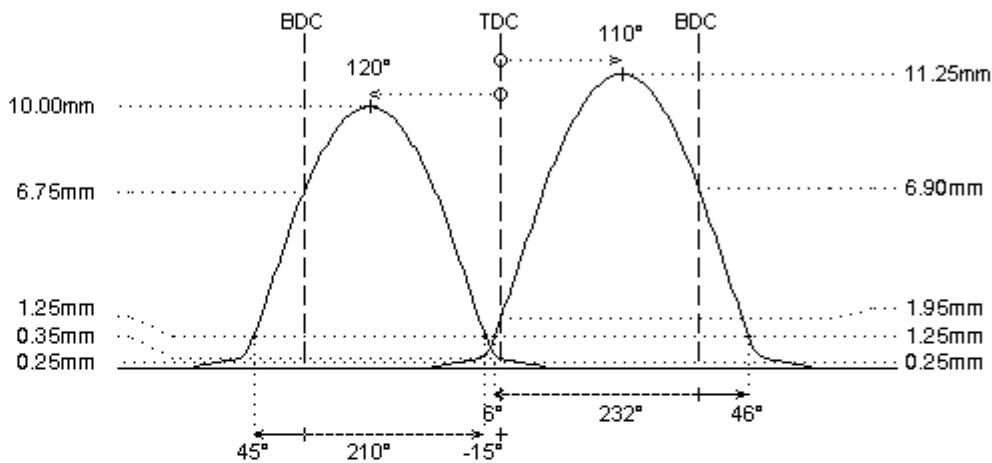
cam wheels : CTMA023
follower : CC017
valve lash : TS102
valve : O.E.M.
valve locks : O.E.M.
upper retainer : 99417/s
lower retainer : O.E.M.
exterior spring : PAC-S90019
interior spring :

CTMA023
 CC017
 TS102
O.E.M.
O.E.M.
 99417/s
O.E.M.
 PAC-S90019

fitted load / length : 33kg @ 35.0mm
max. load / lift : 82kg @ 12.5mm

33kg @ 35.0mm
82kg @ 12.5mm

REMARKS :



REMARKS :

- # camshafts for use in 1840cc BP engines:
 - short intake camshaft
 - long exhaust camshaft, grooves in cam bearings, sleeve 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
- # for BIG TURBO conversion (std to big turbo)
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors