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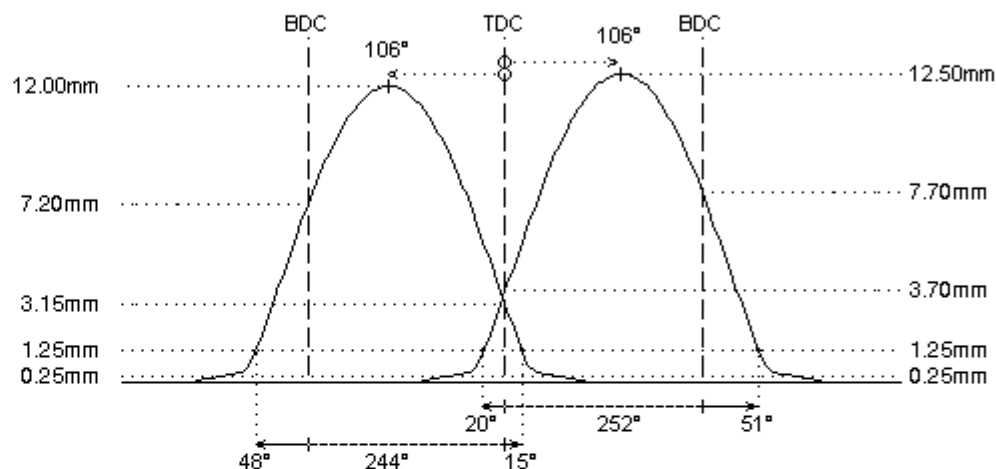
tarmac rally - race

Mazda BP-4W Solid cam followers

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 251°	243°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 51°	48° / 15°
valve lift @ TDC	: 3.70mm	3.15mm
parts setup:		
cam wheels :	CTMA023	CTMA023
follower	CC017	CC017
valve lash	TS101	TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	PAC-S90015	PAC-S90015
interior spring		
fitted load / length	: 27kg @ 39.3mm	: 27kg @ 39.3mm
max. load / lift	: 74kg @ 13.0mm	: 74kg @ 13.0mm



REMARKS :

- # Camshafts for use with upgraded cam followers (with shim between valve and cam follower)
- # 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 use in competition engines with independent engine management (throttle position sensor) or carburetors
- # if required, use extra shims to increase spring load

REMARKS :

- # valve locks and retainers are not interchangeable with parts of the earlier BP cylinder head with hydraulic cam followers