

3701659

full 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	: 293°	285°
duration @ 1.0mm	: 259°	252°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 26° / 53°	50° / 22°
valve lift @ TDC	: 4.45mm	3.95mm

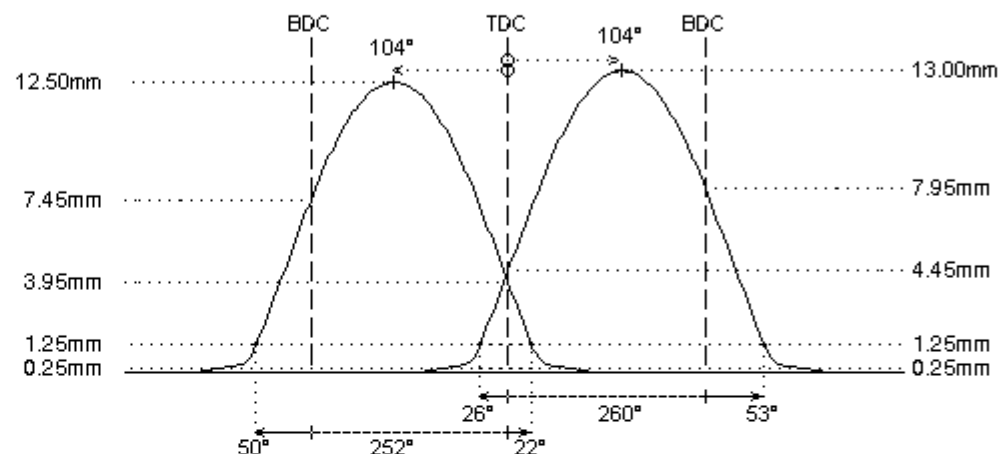
parts setup:

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 :

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



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