

# 3701655

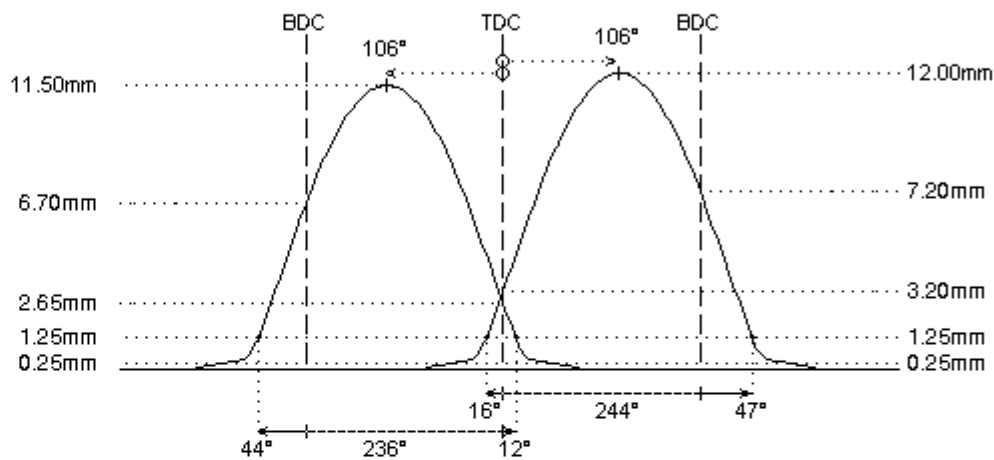
hot street - dirt track

Mazda BP Hydraulic cam followers

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 277°	269°
duration @ 1.0mm	: 243°	236°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 47°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm
<b>parts setup:</b>		
cam wheels :	:  CTMA023	:  CTMA023
follower	:  CC017	:  CC017
valve lash	:  TS102	:  TS102
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 :

- # Camshafts for use with upgraded cam followers (with shim between valve and cam follower)
  - diameter 30mm (larger surface area)
- # 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

#### REMARKS :

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