

3701659

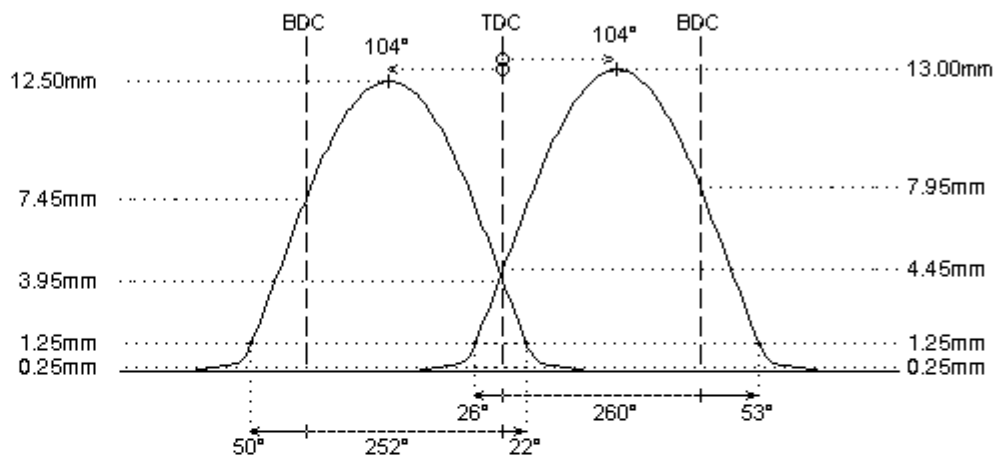
full race

Mazda BP Hydraulic cam followers

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



	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	: 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.