

3700617

hot street - dirt track

Mazda BP

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



intake

exhaust

camshaft data:

lash ramp : hydro
duration @ 0.1mm : 264°
duration @ 1.0mm : 236°
valve lift : 11.15mm
cam lift :
lobe angle : 106°
timing @ 1.0mm : 12° / 44°
valve lift @ TDC : 2.50mm

hydro
258°
230°
10.65mm
:
106°
41° / 9°
2.05mm

parts setup:

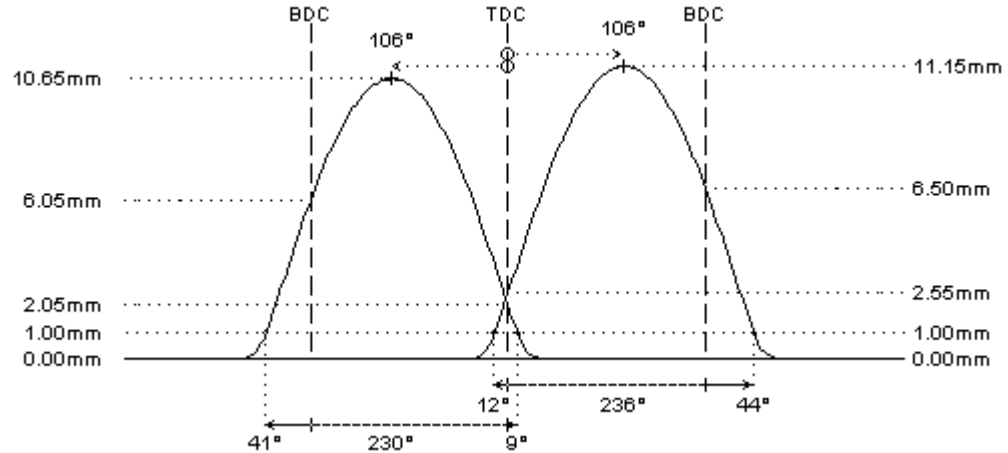
cam wheels : : **CTMA023**
follower : : O.E.M.
valve lash : : O.E.M.
valve : : O.E.M.
valve locks : : O.E.M.
upper retainer : : **99417/s**
lower retainer : : O.E.M.
exterior spring : : **PAC-S90019**
interior spring

: **CTMA023**
: O.E.M.
: O.E.M.
: 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 :



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- # 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
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors