

3700623

turbo conversion

Mazda BP

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



intake

exhaust

camshaft data:

lash ramp : hydro
duration @ 0.1mm : 267°
duration @ 1.0mm : 231°
valve lift : 10.50mm
cam lift :
lobe angle : 110°
timing @ 1.0mm : 5° / 46°
valve lift @ TDC : 1.50mm

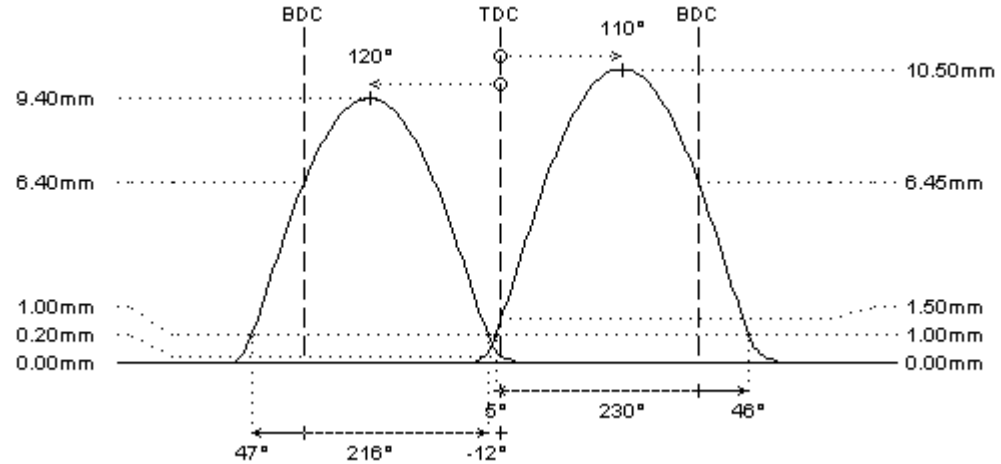
hydro
247°
215°
9.40mm
:
120°
47° / -12°
0.20mm

parts setup:

cam wheels :	: CTMA023	: CTMA023
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
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 :



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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
- # for TURBO conversion (atmospheric to turbo)