

3700656

turbo conversion

Mazda BP

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



intake

exhaust

camshaft data:

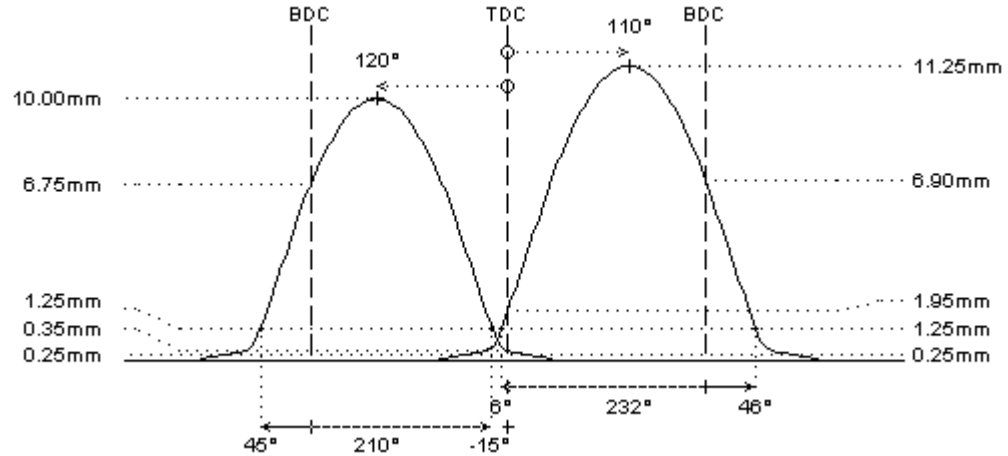
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 264°	242°
duration @ 1.0mm	: 232°	210°
valve lift	: 11.25mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 6° / 46°	45° / -15°
valve lift @ TDC	: 1.95mm	0.35mm

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 :



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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 use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)