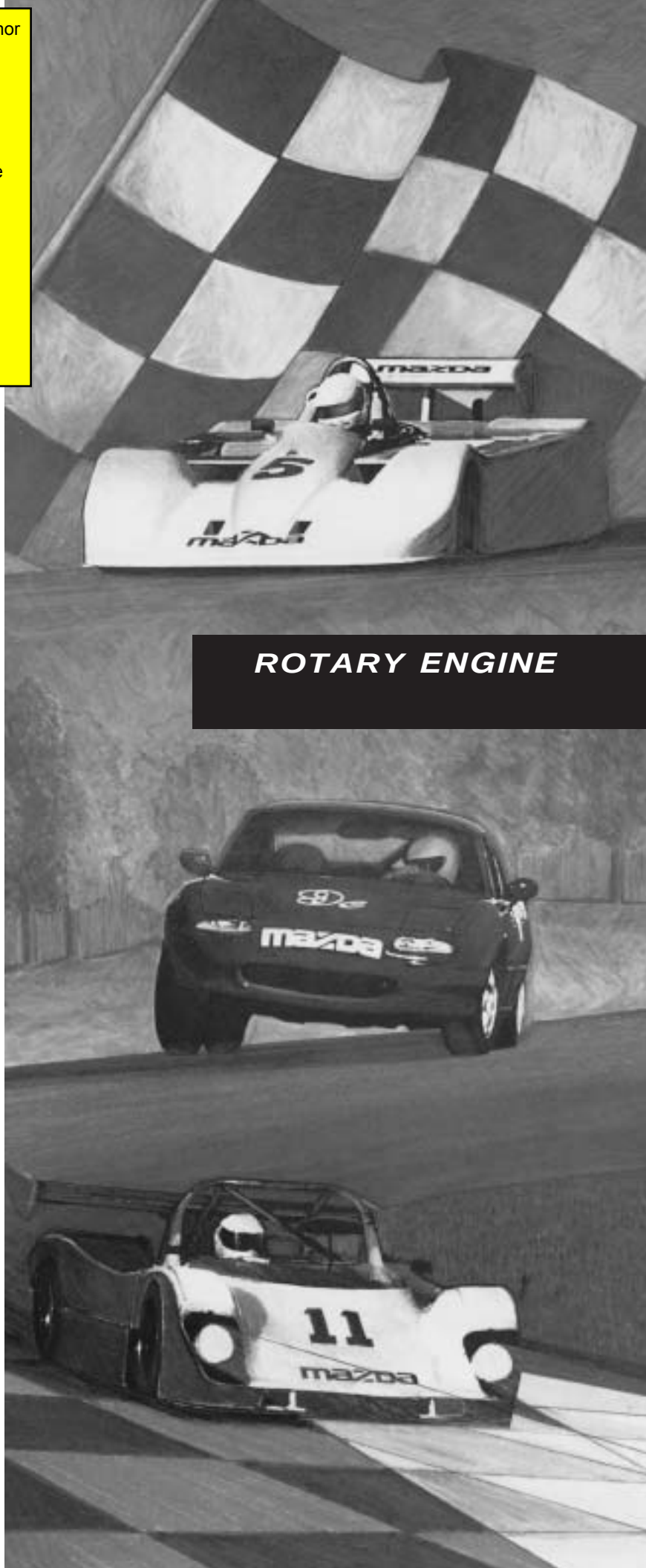
This catalog has not been updated since 1996, except for some minor editing to correct some part numbers or show items which are definitely no longer available. Any numbers which are still available, would still be good in this catalog.

You can click directly on the VIEW CART button when logged into the Motorsports site to enter these numbers. They will NOT in some cases show up on the keyword search box.

If you see an item which has a different description on the Mazdaspeed Motorsports website, than in this catalog - believe the website. Some part numbers have been 'recycled'.

Open the bookmarks tab on the upper left for an index.



Competition Apex Seal Information

Carbon apex seals and Iannetti Advanced Carbon seals are recommended for any engine that will see 8000 rpm and above. They weigh significantly less than the stock (cast iron) apex seals and provide lower mass, keeping the apex seal in contact with the rotor housing face at high rpm. At high rpm, the stock (cast iron) seal overcomes the spring, causing the seal to skip across the rotor housing surface, reducing engine performance. Cast iron seals also can warp at high rpm.

Iannetti Advanced Carbon Apex Seals

Design

The two (2) spring design allows for a higher spring pressure which helps improve chamber sealing. This design feature allows the engine to be run with a higher degree of timing before " TDC," retarding the onset of pre-ignition or detonation and effectively increasing the engine's horsepower capabilities. The insignificant wear characteristics of the material allows the use of almost double the apex spring pressure than could be used with other stock or carbon apex seals. This capability also contributes to better sealing, thereby improving the containment of the combustion chamber pressures, which in turn, assists in preventing the onset of detonation.

Material

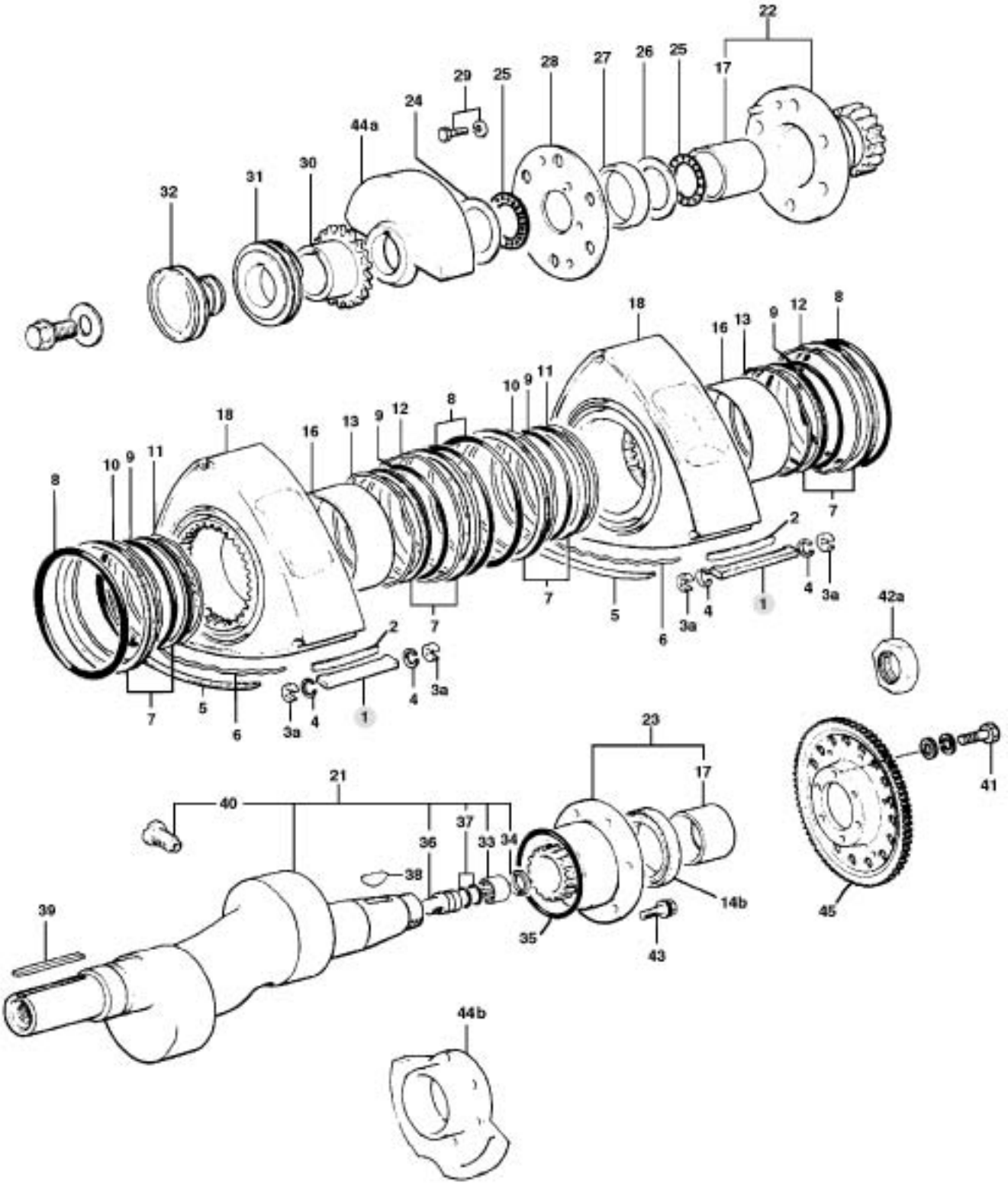
The apex seal material exhibits the following qualities: high strength, low friction and lightweight (lower than ferrous-based seals).

Recent material composition improvements have been made, especially in the case of the 2 mm Iannetti apex seal used for turbo applications. The Iannetti 2 mm seal can handle over 50% more stress on the apex seal beam cross-section than the 3 mm stock seal for normally aspirated 13B engines.

Benefits

- Provides excellent sealing characteristics at all temperatures
- Withstands damaging engine detonation
- Will not absorb moisture when engine is being stored
- Ideal for turbo applications
- Iannetti seals have been used by most major professional teams in the world:
  - *Winner of the 1994 IMSA World Sports Car Championship, Wayne Taylor – Team Downing/Atlanta.*
  - *3rd in Class at the 24 Hours of Le Mans, 1995 - MazdaSpeed – Team Downing/Atlanta.*
  - *3rd overall at the Rolex 24 Hours of Daytona, 1996 – Team Downing/Atlanta.*
  - *1st in Class at the 24 Hours of LeMans, 1996 - MazdaSpeed – Team Downing/Atlanta.*

Rotary Engine Components



ROTARY ENGINE COMPONENTS

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
1	4352-11-301	C	6	Apex Seal, Carbon (3 mm width)	12A	1974-85	Requires use of competition apex seal springs. (Part #4352-11-304)
1	0000-01-9101		6*	Apex Seal, Iannetti Ceramic (3 mm width)	12A	1974-85	3 mm width - 2 spring design. Requires use of modified springs.
1	N201-11-300A	S	6	Apex Seal (3 mm width)	12A	1974-85	Includes side piece. (Part #1202-11-302)
1	4801-11-301	C	6	Apex Seal, Carbon (3 mm width)	13B	1974-85	Requires use of competition apex seal spring. (Part #ZR03-11-C04; 3 mm width)
1	0000-01-9102		2*	Apex Seal, Iannetti Ceramic (3 mm width)	13B	1974-85	3 mm width - 2 spring design. Requires use of modified springs (included).
1	N304-11-300	S	6	Apex Seal (3 mm width)	13B	1974-85	Includes side piece. (Part #1202-11-302; 3 mm width).
1	0000-01-9103		2*	Apex Seal, Iannetti Ceramic (2 mm width)	13B	1986-95	2 mm width - 2 spring design. Requires use of modified springs (included).
1	0000-01-9105		2*	Apex Seal, Iannetti Advanced Carbon (3 mm width)	13B	1986-95	3 mm width - 2 spring design. Seal design is similar to "9103" seal, but is made for turbo applications. Requires use of modified springs.
1	N3F1-11-C00	S	6	Apex Seal (2 mm width)	13B	1986-95	3-piece design includes side piece. (Part #N326-11-C02A)

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

*Iannetti Advanced carbon apex seals are sold in sets of six (6) only.

NOTE: Carbon and Iannetti Advanced carbon apex seals must be used in conjunction with the proper apex seal springs.

Iannetti Advanced Carbon Apex Seals require two (one short/one long) apex springs. Springs come with Ianetti Ceramic seals.

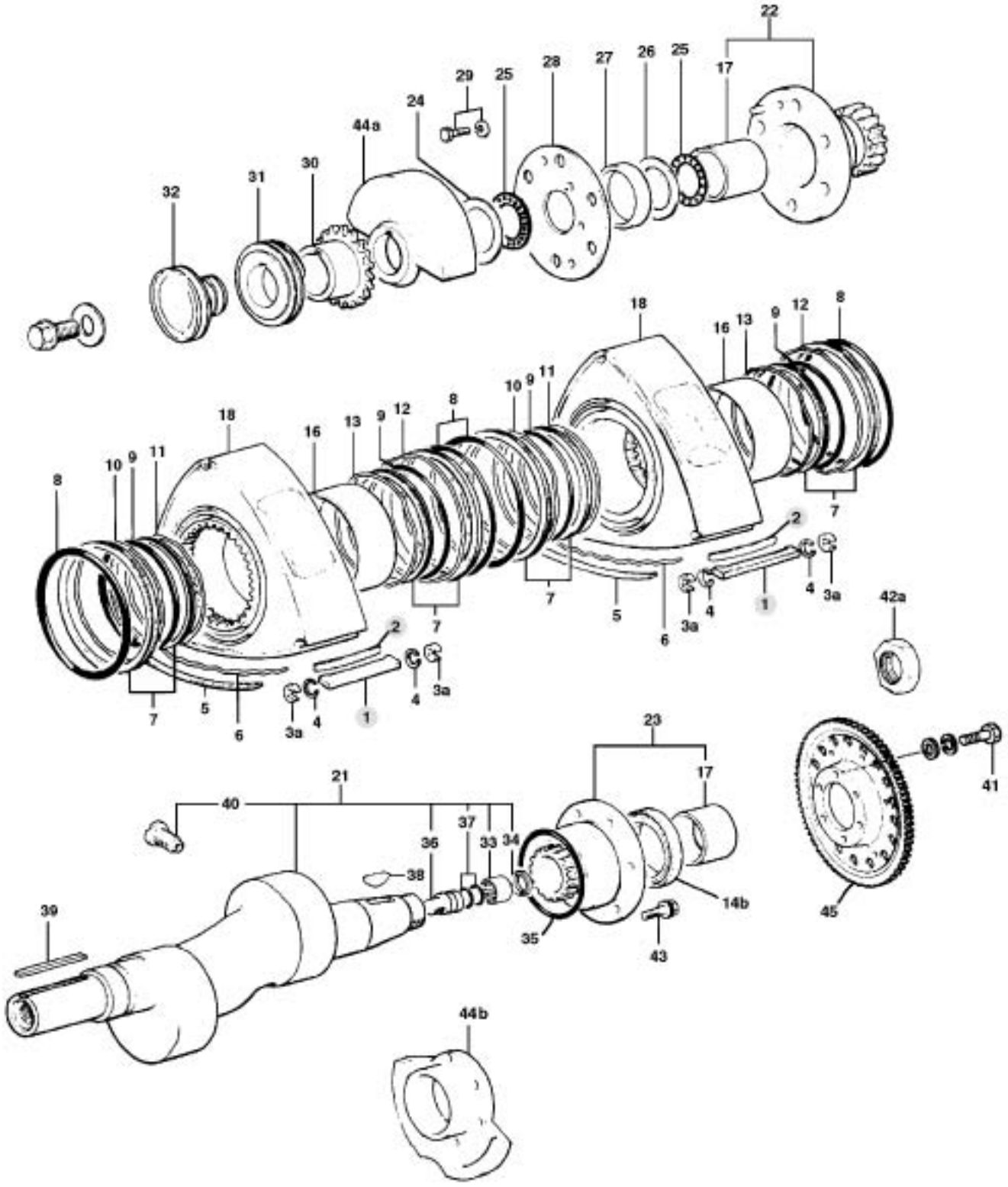
Please follow the information provide below for correct fitment and to achieve ideal sealing characteristics:

12A (Part #0000-01-9101 – 3 mm) - Use Part #1757-11-304 for both springs. Inner (short) spring must be cut to 52 mm length. Outer (long) spring must be cut to 65 mm length. Taper ends to 15 degree angle.

13B (Part #0000-01-9102 – 3 mm) - Use Part #1757-11-304 for both springs. Inner (short) spring 3 mm must be cut to 58 mm length. Outer (long) spring must be cut to 74 mm length. Taper ends to 15 degree angle.

13B (Part #0000-01-9103 – 2 mm) - Inner (short) spring must be cut to 58 mm length. Outer (long) spring must be cut to 74 mm length. Taper ends to 15 degree angle. (NOTE: The stock Apex Spring (Part #N326-11-C06A) is used for the springs (cut inner to 58 mm length).

Rotary Engine Components, *continued ...*



ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
1	1202-11-302	S	6	Side Piece - Apex Seal	12A & 13B	1974-85	Not shown in diagram. For use with apex seal. (Part #N201-11-300A or Part #N304-11-300) Side piece comes with apex seal.
1	N326-11-C02A	S	6	Side Piece - Apex Seal	13B ALL	1986-95	Not shown in diagram. For use with apex seal. (Part #N3F1-11-C00) Side piece comes with apex seal.
2	4352-11-304	C	6	Spring - Apex Seal	12A	1974-85	For use with carbon apex seal only.
2	1011-11-304B	S	6	Spring - Apex Seal	12A	1974-85	
2	ZR03-11-C04	C	6	Spring - Apex Seal	13B	1974-85	For use with carbon apex seal only.
2	N326-11-C06C		6	Spring - Apex Seal	13B ALL	1986-95	For use with 2 mm Iannetti Ceramic apex seal. (Part #0000-01-9103 & 9105)
2	1757-11-304	S	6	Spring - Apex Seal	13B	1974-85	
2	N326-11-C04A	S	6	Spring - Apex Seal	13B ALL	1986-95	Inner spring
2	N326-11-C06C	S	6	Spring - Apex Seal	13B ALL	1986-95	Outer spring

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

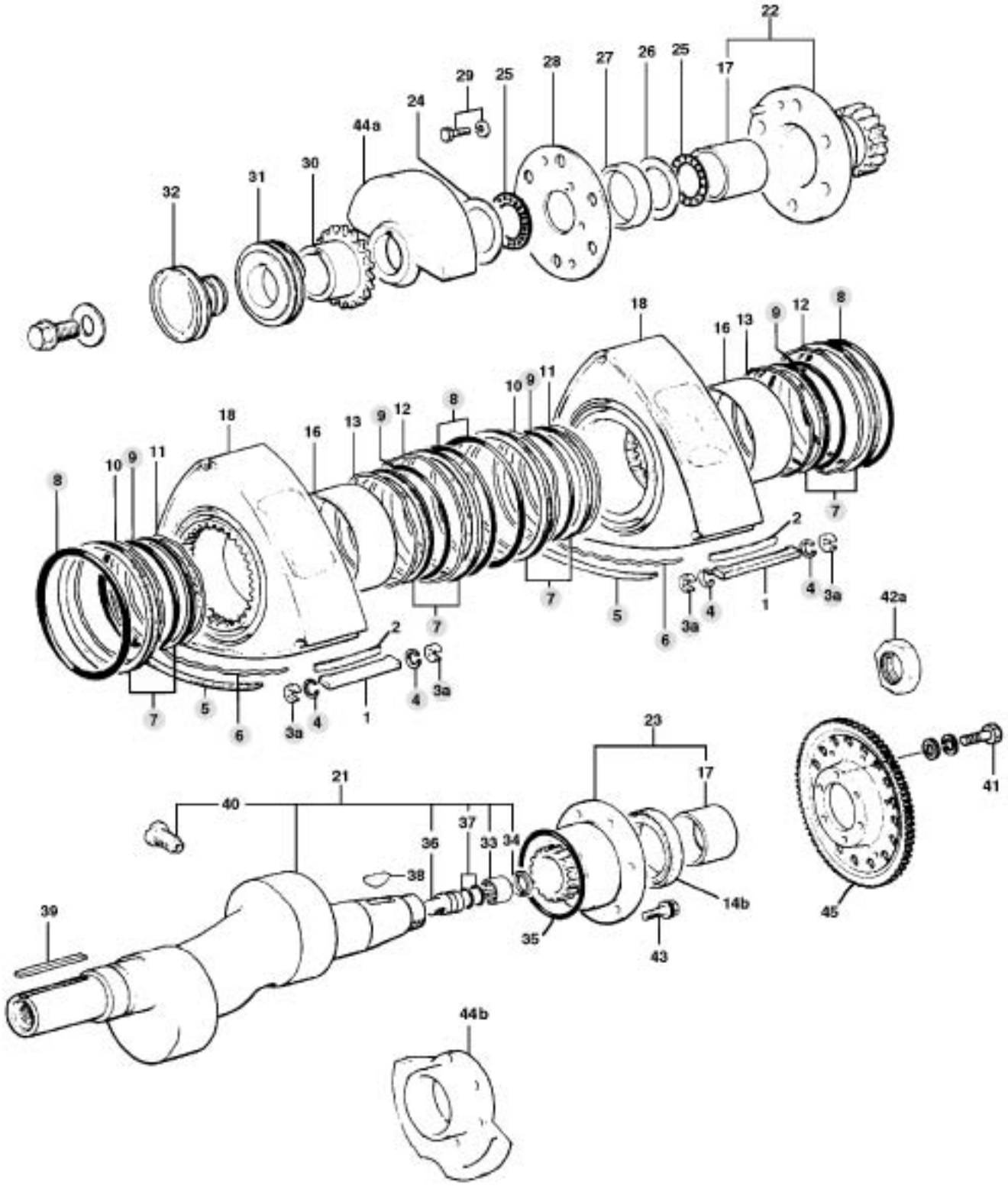
TECH TIPS

Apex Seal Tech Tips

(See page TT-13-15 in the Engine Technical Tips section of this catalog.)



Rotary Engine Components, *continued ...*



ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
3a	1011-11-321	S	12	Corner Seal	12A & 13B	1974-85	Solid-type
3a	N225-11-321	S	12	Corner Seal	12A & 13B	1976-85	2-piece plug-type design. Requires use of corner seal plug. (Part #N201-11-322) Plug not included.
3a	N326-11-C20A	S	12	Corner Seal	13B ALL	1986-95	2-piece plug-type seal. Plug included with corner seal.
3a	ZR03-11-C21	C	18	Corner Seal	20B	ALL	
3a	N201-11-322	S	12	Plug - Corner Seal	12A & 13B	ALL	Not shown in diagram. For use with corner seal. (Part #N225-11-321) Does not come with corner seal.
3a	N326-11-C22A	S	12	Plug - Corner Seal	13B ALL	1986-95	Not shown in diagram. Plug included with corner seal.
4	1202-11-323A	S	12	Spring - Corner Seal	12A & 13B NT & T	1973-91	Wire-type spring. Use of Part #NF01-11-C24 recommended.
4	NF01-11-C24	S	12	Spring - Corner Seal	13B TT	1993-95	Recommended for all12A & 13B applications. Retains strength under high temperatures better than wire-type design.
5	8871-23-151	C	12	Side Seal - Pre-Cut	12A & 13B	1974-85	Eliminates much of the cutting and filing required. Pre-cut to approximate length required.
5	1011-23-151A	S	12	Side Seal	12A & 13B	1974-85	
5	N3Y1-11-C11	S	12	Side Seal	13B ALL	1986-95	
6	0820-11-317	S	12	Spring - Side Seal	12A & 13B	1974-85	
6	N326-11-C17	S	12	Spring - Side Seal	13B ALL	1986-91	
6	NF01-11-C17	S	12	Spring - Side Seal	13B TT	1993-95	
7	8871-23-180	S	4	Oil Seal Set (Steel)	12A & 13B	ALL	
8	1202-11-343	S	4	O-Ring (Outer) - Oil Seal	12A & 13B	ALL	
9	0820-11-341	S	4	O-Ring (Inner) - Oil Seal	12A & 13B	ALL	

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

TECH TIPS

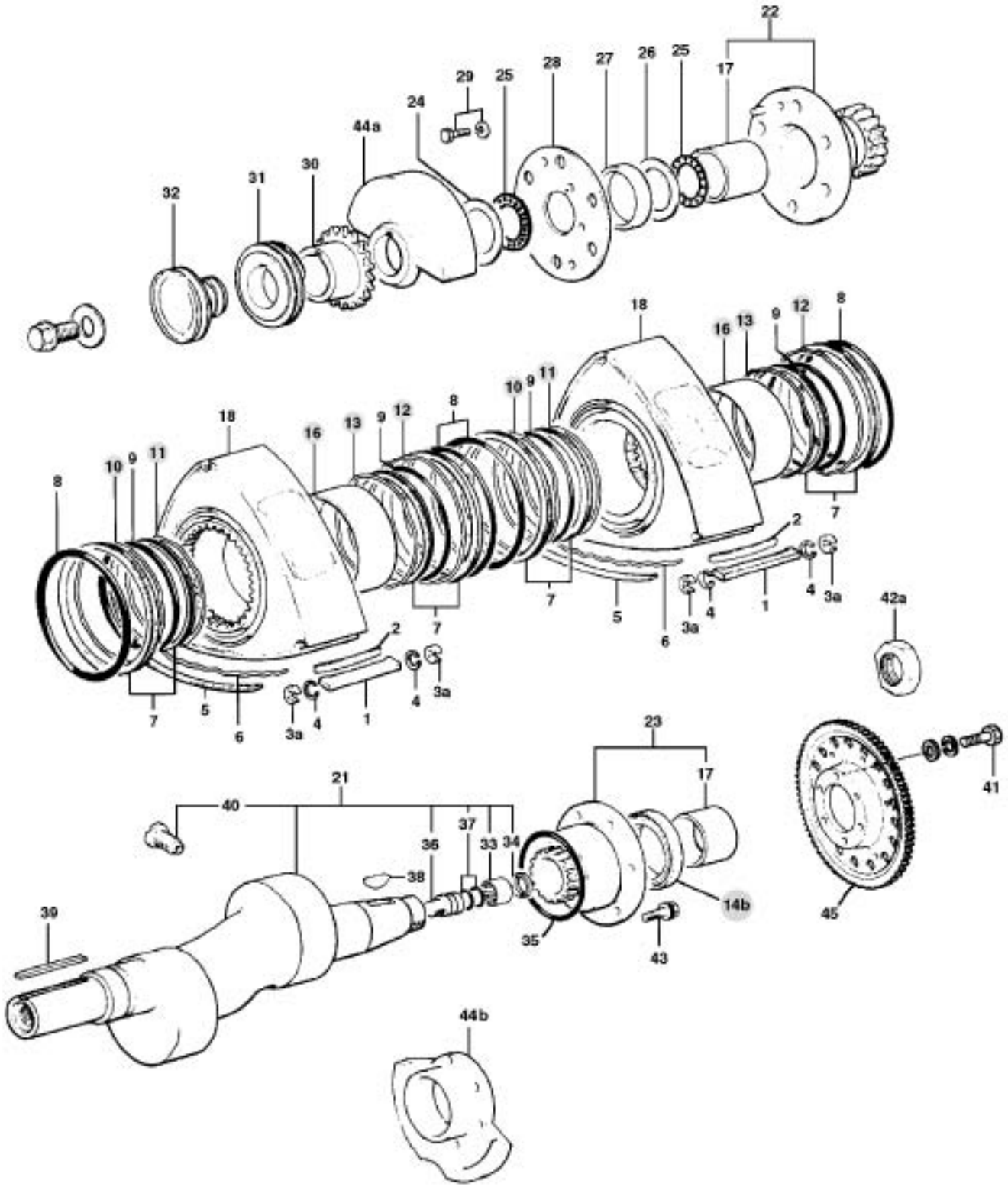
Corner Seal Tech Tips

(See page TT-16 in the Engine Technical Tips section of this catalog.)

Side Seal Tech Tips

(See page TT-12 in the Engine Technical Tips section of this catalog.)

Rotary Engine Components, *continued ...*



ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
10	4352-11-353	C	2	Spring - Oil Seal (Front/Outer)	12A & 13B	ALL	Heavy-duty spring provides increased pressure.
10	1011-11-353A	S	2	Spring - Oil Seal (Front/Outer)	12A & 13B	ALL	
11	1011-11-351	S	2	Spring - Oil Seal (Front/Inner)	12A 13B	1974-83 1974-75	
11	N225-11-351	S	2	Spring - Oil Seal (Front/Inner)	12A 13B ALL	1984-85 1984-95	
12	4352-11-363	C	2	Spring - Oil Seal (Rear/Outer)	12A & 13B	ALL	Heavy-duty spring provides increased pressure.
12	1011-11-363A	S	2	Spring - Oil Seal (Rear/Outer)	12A & 13B	ALL	
13	1011-11-361	S	2	Spring - Oil Seal (Rear/Inner)	12A 13B	1974-83 1974-75	
13	N225-11-361	S	2	Spring - Oil Seal (Rear/Inner)	12A 13B ALL	1984-85 1984-95	
14a	0820-10-605	S	1	Main Seal (Front)	12A & 13B	1971-91	Not shown in diagram
14a	N3A1-10-507	S	1	Main Seal (Front)	13B TT	1993-95	Not shown in diagram
14b	1668-10-556A	S	1	Main Seal (Rear)	12A & 13B	ALL	
15	Gasket & O-Ring Sets (Not shown in diagram.) (See page E-20.)						
16	4801-11-111	C	2	Rotor Bearing	12A & 13B	ALL	Competition bearings have 0.04 inch deeper oil groove and provide 0.0005 inch more clearance than stock bearings. Thinner overlay material improves bearing service life.
16	ZRY1-11-B21	C	2	Rotor Bearing	13B	ALL	Oversized for use with 20B (3-rotor) lightweight race rotor and 13B eccentric shaft. Oil groove and clearance is identical to Part #4801-11-111, but bearing O.D. is 1 mm larger to fit 20B rotor.
16	1011-11-111	S	2	Rotor Bearing	12A & 13B	ALL	
16	N3A1-11-B11	S	2	Rotor Bearing	13B TT	1993-95	
16	N3A2-11-B11	S	2	Rotor Bearing	13B TT	1993-95	
16	N3A3-11-B11	S	2	Rotor Bearing	13B TT	1993-95	
16	ZR03-11-B21	C	3	Rotor Bearing	20B-C	ALL	Competition bearing for 20B (3-rotor) race engine.

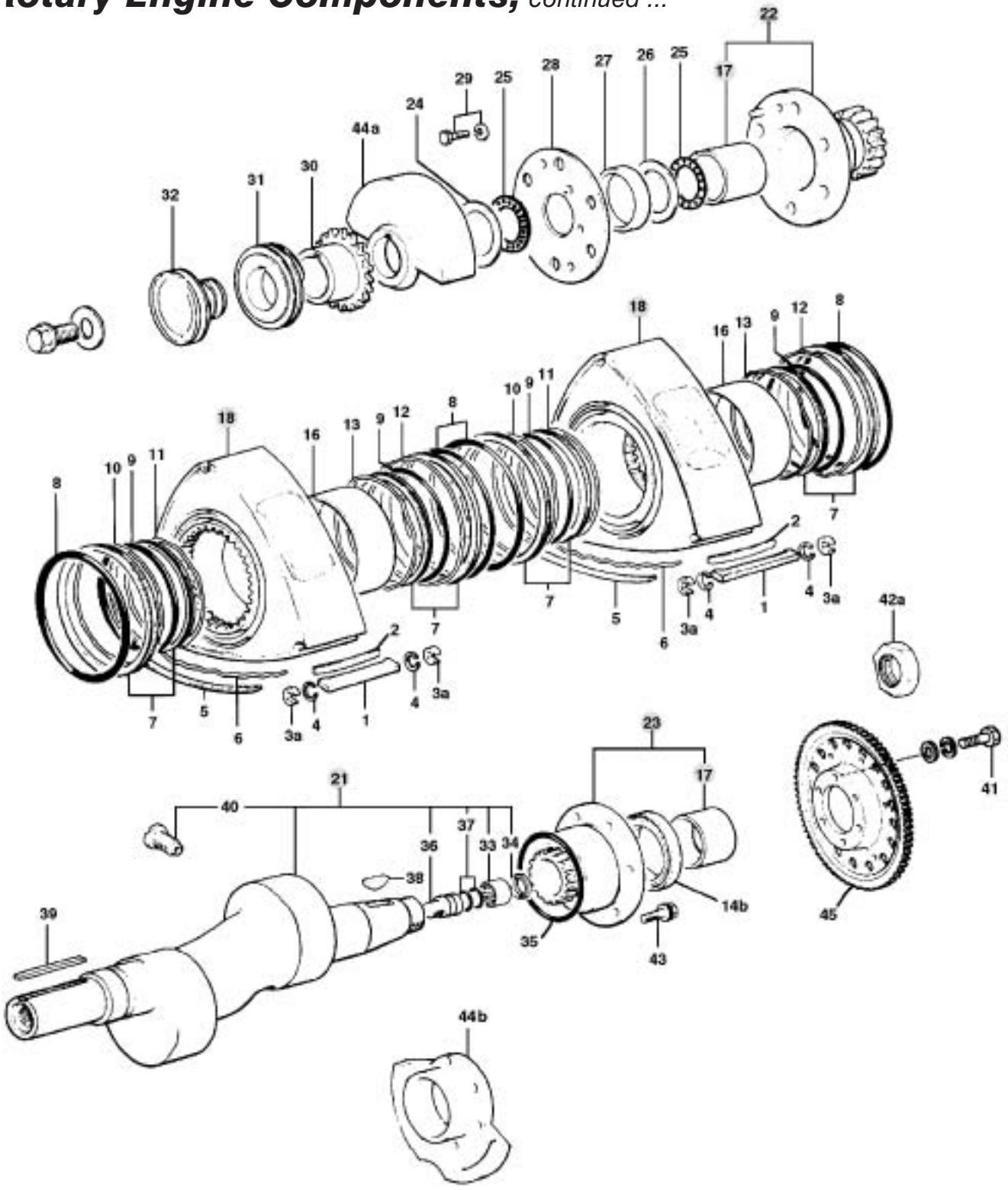
= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

TECH TIPS

Rotor Bearing Tech Tips

(See page TT-10 and TT-11 in the Engine Technical Tips section of this catalog.)

Rotary Engine Components, *continued ...*



TECH TIPS

Main Bearing Tech Tips

(See page TT-18 in the Engine Technical Tips section of this catalog.)

Eccentric Shaft Tech Tips

(See page TT-20 in the Engine Technical Tips section of this catalog.)

Stationary Gear Tech Tips

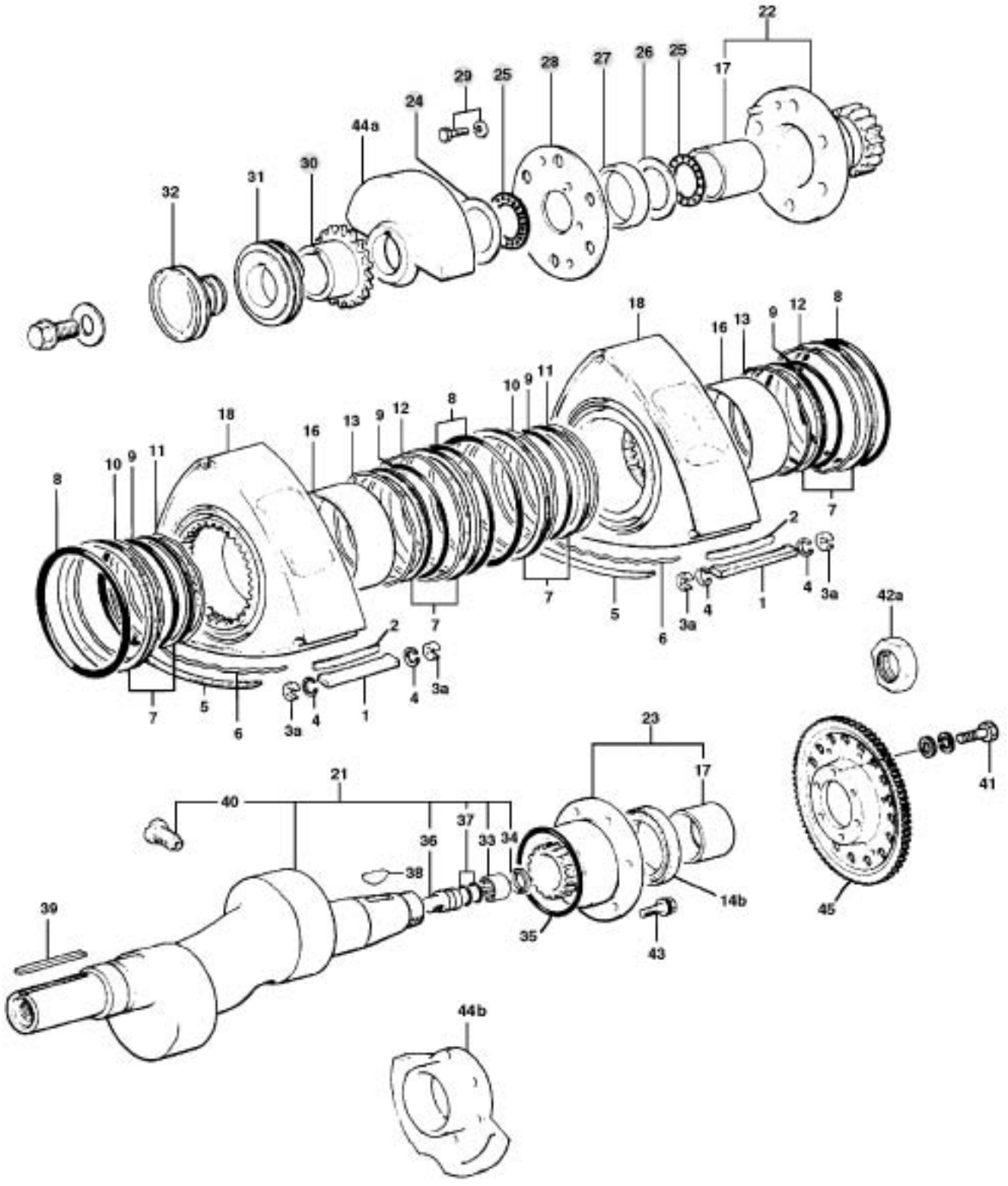
(See page TT-18 in the Engine Technical Tips section of this catalog.)

ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
17	4801-10-502	C	1	Main Bearing (Rear)	12A & 13B	1971-91	3-window type. Recommended for any engine used at 8000 rpm and above. Increases oil flow to the inside of eccentric shaft and to rotors.
17	0820-10-502B	S	2	Main Bearing	12A & 13B	1971-91	
17	N350-10-E02	S	2	Main Bearing - O/S	13B ALL	1989-91	
17	NF01-10-E04	S	2	Main Bearing	13B TT	1993-95	T=1.980 mm (Yellow)
17	NF01-10-E05	S	2	Main Bearing	13B TT	1993-95	T=1.983 mm (Green)
17	NF01-10-E06	S	2	Main Bearing	13B TT	1993-95	T=1.986 mm (Brown)
17	NF01-10-E07	S	2	Main Bearing	13B TT	1993-95	T=1.989 mm (Black)
17	NF01-10-E08	S	2	Main Bearing	13B TT	1993-95	T=1.992 mm (Blue)
17	NF01-10-E22	S	2	Main Bearing	13B TT	1993-95	T=1.988 mm (Yellow)
17	NF01-10-E23	S	2	Main Bearing	13B TT	1993-95	T=1.991 mm (Green)
17	NF01-10-E24	S	2	Main Bearing	13B TT	1993-95	T=1.994 mm (Brown)
17	NF01-10-E25	S	2	Main Bearing	13B TT	1993-95	T=1.997 mm (Black)
17	NF01-10-E26	S	2	Main Bearing	13B TT	1993-95	T=2.000 mm (Blue)
17	NF01-10-E42	C	1	Main Bearing (Center)	20B Cosmo	ALL	T=1.988 mm
18	Rotors (Front & Rear) (See page E-24.)						
19	Rotor Housings (Not shown in diagram. See pages E-20 through E-21.)						
20	Side Housings (Not shown in diagram. See pages E-22 through E-23.)						
21	XXXXXXX		1	XXXXX	XXX	ALL	XXXX
21	N201-11-400	S	1	Eccentric Shaft	12A	1974-85	
21	4801-11-400	C	1	Eccentric Shaft	13B	ALL	
21	3648-11-400	S	1	Eccentric Shaft	13B	1974-78	
21	N304-11-400	S	1	Eccentric Shaft	13B	1984-85	
21	N326-11-D00B	S	1	Eccentric Shaft	13B ALL	1986-91	
21	N3A1-11-D00	S	1	Eccentric Shaft	13B TT	1993-95	For manual transmission only
21	NLA	C	1	Eccentric Shaft	20B Cosmo	ALL	
22	Stationary Gear (Front) (See page E-25.)						
22a	Stationary Gear (Center) (Not shown in diagram. See page E-25.)						
23	Stationary Gear (Rear) (See page E-25.)						

= NEW! Competition Part NT = Non-Turbo T = Turbo TT = Twin-Turbo (93-95 RX7)

Rotary Engine Components, *continued ...*

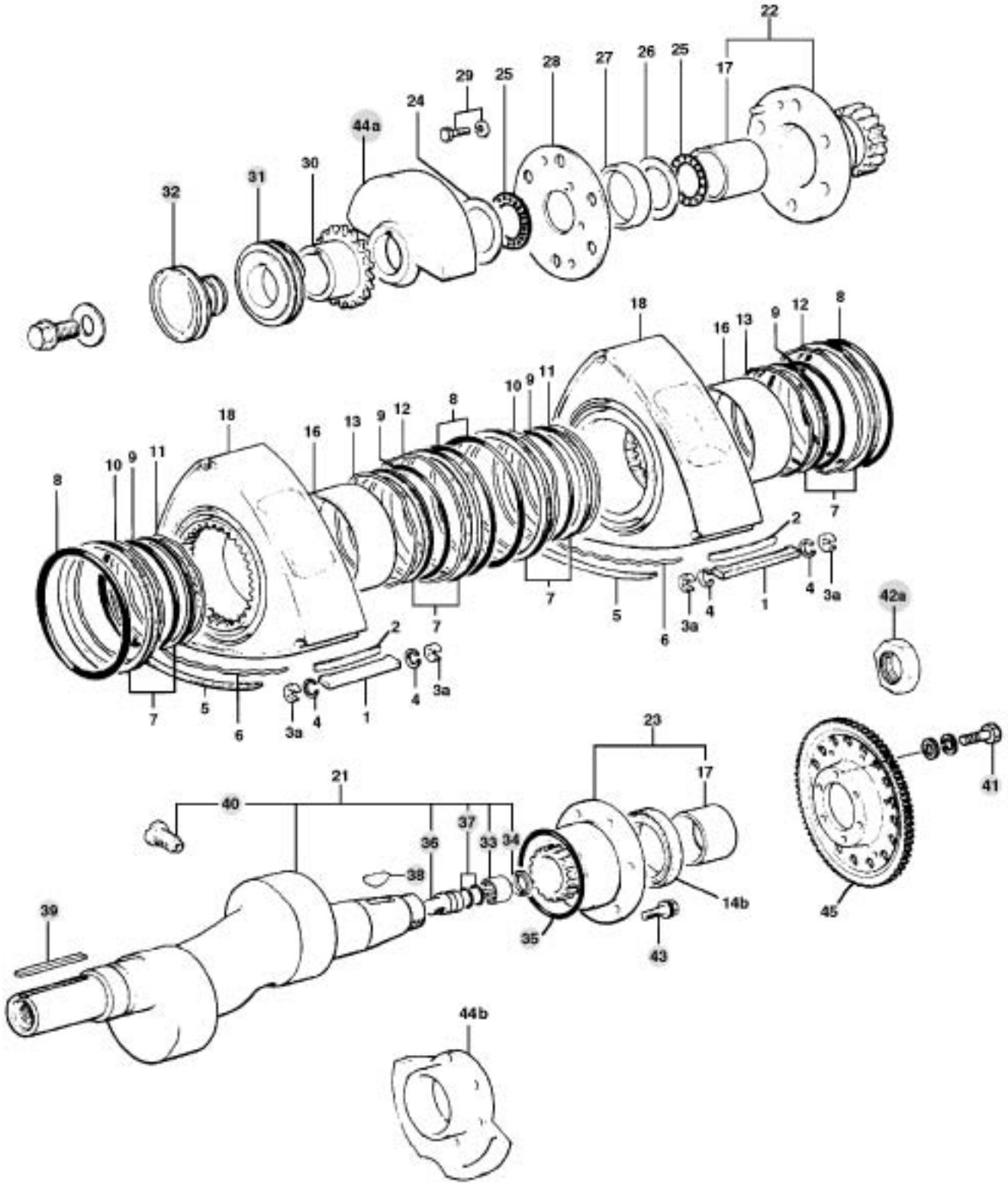


ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
24	1011-11-507	S	1	Thrust Washer	12A & 12B	1971-91	
24	NF01-11-D53	S	1	Thrust Washer	13B TT & 20B Cosmo	1993-95	
25	0822-78-184	C	2	Needle Bearing	12A & 13B	ALL	Heavy duty
25	0813-11-505B	S	2	Needle Bearing	12A & 13B	1971-91	
25	NF01-11-D54	S	2	Needle Bearing	13B TT & 20B Cosmo	1993-95	
26	1011-11-504	S	1	Thrust Plate	12A & 13B	1971-91	
26	N390-11-D52	S	1	Thrust Plate	13B TT	1993-95	
26	NF01-11-D52	C	1	Thrust Plate	20B Cosmo	ALL	
27	0839-11-509	S	1	Spacer	12A & 13B	1971-91	8.00 mm (Z)
27	0839-11-502	S	1	Spacer	12A & 13B	1971-91	8.02 mm (V)
27	0839-11-508	S	1	Spacer	12A & 13B	1971-91	8.04 mm (Y)
27	8519-11-517	S	1	Spacer	12A & 13B	1971-91	8.06 mm (K)
27	0839-11-506	S	1	Spacer	12A & 13B	1971-91	8.08 mm (X)
27	8534-11-518	S	1	Spacer	12A & 13B	1971-91	8.10 mm (T)
27	8871-23-129	S	1	Spacer	12A & 13B	1971-91	8.12 mm (S)
27	NF01-11-D55	S	1	Spacer	13B TT & 20B Cosmo	1993-95	L=8.0 mm, -0.005/-0.025
27	NF01-11-D56	S	1	Spacer	13B TT & 20B Cosmo	1993-95	L=8.0 mm, -0.005/+0.015
27	NF01-11-D57	S	1	Spacer	13B TT & 20B Cosmo	1993-95	L=8.0 mm, +0.015/+0.035
27	NF01-11-D58	S	1	Spacer	13B TT & 20B Cosmo	1993-95	L=8.0 mm, +0.035/+0.055
27	NF01-11-D59	S	1	Spacer	13B TT & 20B Cosmo	1993-95	L=8.0 mm, +0.055/+0.075
28	1011-11-501	S	1	Bearing Plate	12A & 13B	1971-91	
28	NF01-11-D51	S	1	Bearing Plate	13B TT & 20B Cosmo	1993-95	
29	9080-12-825	S	6	Bolt & Washer - Stationary Gear to Engine	12A & 13B	ALL	
30	4352-11-521	C	1	Drive Gear - Dry Sump Oil System	12A & 13B	ALL	
30	0839-11-551A	S	1	Drive Gear - Oil Pump	12A & 13B	1972-91	
30	N326-11-D75	S	1	Drive Gear - Oil Pump	13B TT	1993-95	
30	NF01-11-D70	C	1	Drive Gear - Oil Pump	20B Cosmo	ALL	

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

Rotary Engine Components, continued ...



TECH TIPS ***Counterweight Tech Tips***

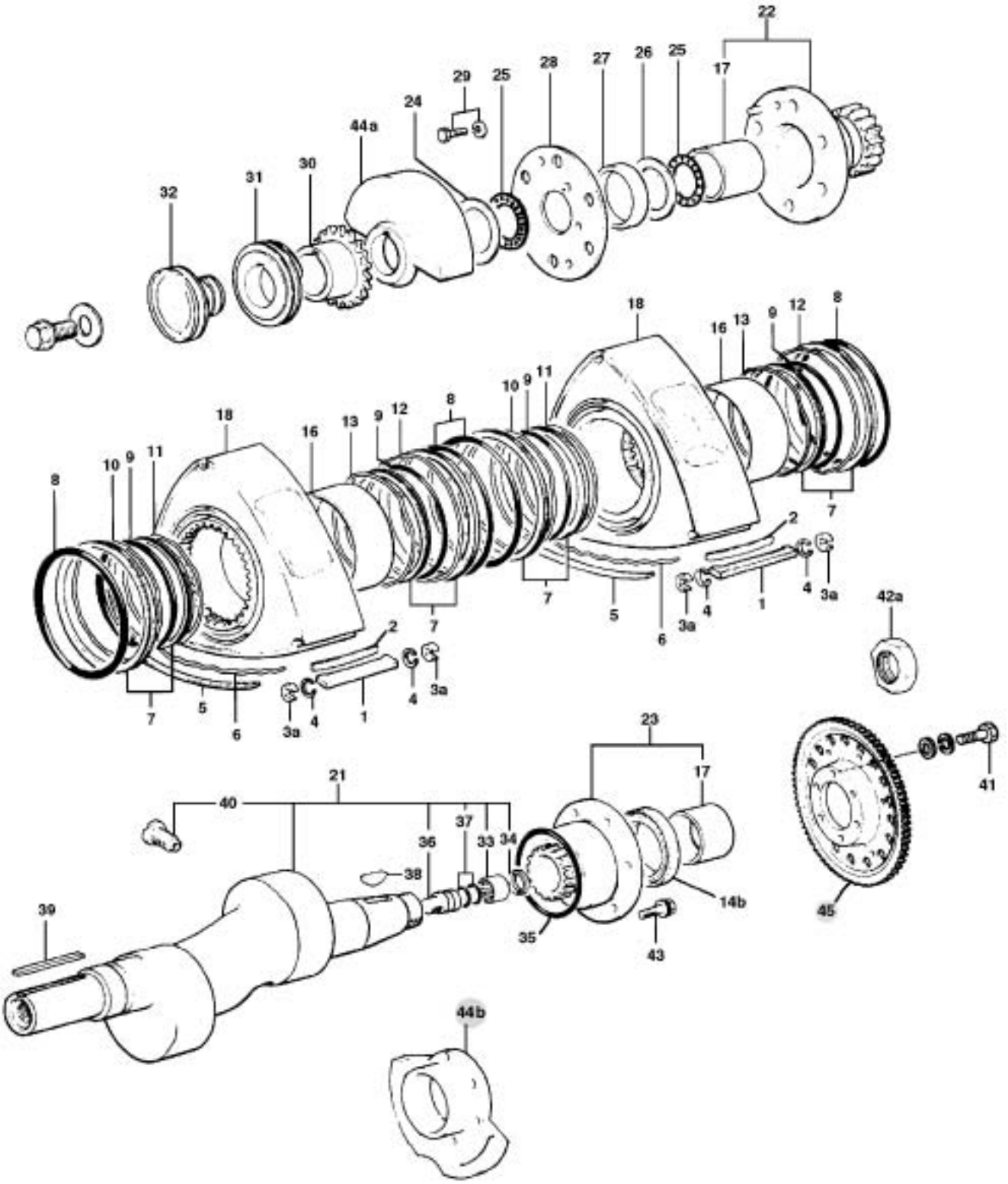
(See page TT-16 in the Engine Technical Tips section of this catalog.)

ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
31	0839-11-531	S	1	Drive Gear - Distributor	12A & 13B & 20B	1972-91	
31	N3C1-11-D71	S	1	Drive Gear - Distributor	13B TT	1993-95	
32	Drive Pulley (See Cooling System section, page C-4.)						
33	0810-11-403	S	1	Pilot Bearing	12A	1971-73	
33	N326-11-D03	S	1	Pilot Bearing	12A & 13B	1974-95	Fits 1974 and later eccentric shafts.
34	0810-11-404	S	1	Seal - Pilot Bearing	12A	1971-73	
34	1881-11-404	S	1	Seal - Pilot Bearing	12A & 13B	1974-95	Fits 1974 and later eccentric shafts.
35	0813-10-555A	S	1	O-Ring	12A & 13B	ALL	
36	Blind Plug (Call for Information.)						
37	O-Rings - Blind Plug (Call for Information.)						
38	0820-11-705	S	1	Key - Flywheel (Rear)	12A & 13B	ALL	
39	9923-60-571	S	1	Key - Flywheel (Front)	12A & 13B	ALL	
40	8553-11-411		2	Plug - Oil Jet	12A, 13B & 20B Cosmo	ALL	Recommended for all competition engines. Replaces stock jet that uses spring and check ball, which can stick.
41	9978-11-025	C/S	6	Flywheel Bolts	12A & 13B	ALL	Flywheel to counterweight
42a	0810-11-711	S	1	Flywheel Lock Nut	12A & 13B	ALL	
42b	0820-11-712	S	1	Flywheel Lock Washer	12A & 13B	ALL	Not shown in diagram
43	9078-12-820	S	6	Bolt & Washer - Rear Stationary Gear	12A, 13B & 20B Cosmo	ALL	
44	4352-11-010	C	1	Counterweight Set - (Front/Rear)	12A	See Notes	Not shown in diagram. For use with competition rotors.
44	4801-11-010	C	1	Counterweight Set - (Front/Rear)	13B	See Notes	Not shown in diagram. For use with competition rotors.
44a	1881-11-511	S	1	Counterweight (Front)	12A	1974-80	
44a	N201-11-511	C/S	1	Counterweight (Front)	12A	1981-82	Lightest counterweight
44a	N226-11-511A	S	1	Counterweight (Front)	12A	1983-85	
44a	N304-11-511	S	1	Counterweight (Front)	13B	1984-85	
44a	N326-11-D61A	S	1	Counterweight (Front)	13B ALL	1986-88	
44a	N350-11-D61	S	1	Counterweight (Front)	13B ALL	1989-91	
44a	N3A7-11-D61	S	1	Counterweight (Front)	13B TT	1993-95	
44a	NF01-11-D60	C	1	Counterweight (Front)	20B Cosmo	ALL	

= NEW! Competition Part NT = Non-Turbo T = Turbo TT = Twin-Turbo (93-95 RX7)

Rotary Engine Components, *continued ...*



ROTARY ENGINE COMPONENTS, *continued ...*

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
44b	0000-01-9152		1	Counterweight (Rear)	12A & 13B	ALL	Modified for use with 5-1/2" clutch and flywheel. Requires rebalancing of assembly if 1983-85 12A rotors are not used.
44b	1883-11-751A	S	1	Counterweight (Rear)	12A	1974-82	Automatic transmission
44b	N226-11-751A	S	1	Counterweight (Rear)	12A	1983-85	Automatic transmission
44b	1029-11-751A	C/S	1	Counterweight (Rear)	13B	1976-85	Automatic transmission
44b	N327-11-521A	S	1	Counterweight (Rear)	13B ALL	1986-88	Automatic transmission
44b	N351-11-521	S	1	Counterweight (Rear)	13B ALL	1989-95	Automatic transmission
44b	NF01-11-521	C	1	Counterweight (Rear)	20B Cosmo	ALL	Automatic transmission
45	Flywheel (See Clutch & Flywheel section, pages CF-3, CF-8 and CF-11)						
	Tension Bolt (Not shown in diagram. See page E-24.)						
	Tubular Dowel & O-Rings (Not shown in diagram. See page E-24.)						

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*



GASKET & O-RING SET

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
3625-89-100	S	1	Gasket & O-Ring Set	12A	1974-75	
8823-89-100	S	1	Gasket & O-Ring Set	12A & 13B	1976-78	
8871-89-100	S	1	Gasket & O-Ring Set	12A	1979-80	
N201-89-100	S	1	Gasket & O-Ring Set	12A	1981-82	
N231-89-100	S	1	Gasket & O-Ring Set	12A	1983-85	
3565-89-100	S	1	Gasket & O-Ring Set	13B	1974-75	
N304-89-100	S	1	Gasket & O-Ring Set	13B	1984-85	
8DF1-10-271	S	1	Gasket & O-Ring Set	13B NT	1986-88	
8DF4-10-271	S	1	Gasket & O-Ring Set	13B T	1987-88	
8DF5-10-271	S	1	Gasket & O-Ring Set	13B NT	1989-91	
8DF6-10-271	S	1	Gasket & O-Ring Set	13B T	1989-91	
8DFH-10-271	S	1	Gasket & O-Ring Set	13B TT	1993-95	
8DJ1-10-271		1	Gasket & O-Ring Set	20B Cosmo	ALL	O-Ring and Seal Set. (Part #NF01-10-S60)

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

ROTOR HOUSINGS

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-10-100	C	2	Rotor Housing (Front/Rear)	12A	ALL	Peripheral port
N210-10-100		1	Rotor Housing (Front)	12A	ALL	Largest exhaust ports of all stock housings. Recommended for use on side port and bridge-ported engines. Requires least amount of exhaust port grinding.
N210-10-150		1	Rotor Housing (Rear)	12A	ALL	See Part #N210-10-100
~~1881-10-100A~~	S	2	~~Rotor Housing NLA~~)	12A	1974-75	Largest exhaust ports (legal for SCCA "ITA" RX-2 and RX-3 only).
~~3625-23-050~~	C/S	2	~~Rotor Housing (Front/Rear)~~	~~12A~~	~~1974-75~~	Same as Part #1881-10-100A
~~8871-10-100~~	S	1	~~Rotor Housing (Front)~~	~~12A~~	~~1976-79~~	
~~8871-10-150~~	S	1	~~Rotor Housing (Rear)~~	~~12A~~	~~1976-79~~	
~~8341-10-100~~	S	1	Rotor ~~Housing (Front)~~	~~12A~~	~~1980~~	
~~8341-10-150~~	S	1	~~Rotor Housing (Rear)~~	~~12A~~	~~1980~~	
N201-10-100	S	2	Rotor Housing (Front/Rear)	12A	1981-83	
N249-10-100	S	2	Rotor Housing (Front/Rear)	12A	1984-85	

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ROTOR HOUSINGS, continued ...

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4801-10-100	C	2	Rotor Housing (Front/Rear)	13B	ALL	Peripheral port
~~1757-10-100A~~	~~S~~	~~2~~	~~Rotor Housing (Front/Rear)~~	~~13B~~	~~1974~~	~~Largest exhaust ports~~
~~3775-10-100~~	~~S~~	~~2~~	~~Rotor Housing (Front/Rear)~~	~~13B~~	~~1975~~	
~~8712-10-100A~~	~~S~~	~~1~~	~~Rotor Housing (Front)~~	~~13B~~	~~1976-78~~	
~~8712-10-150A~~	~~S~~	~~1~~	~~Rotor Housing (Rear)~~	~~13B~~	~~1976-78~~	
~~8736-10-100A~~	~~S~~	~~1~~	~~Rotor Housing (Front)~~	~~13B~~	~~1978~~	~~With E.G.R. port~~
~~8736-10-150A~~	~~S~~	~~1~~	~~Rotor Housing (Rear)~~	~~13B~~	~~1978~~	~~With E.G.R. port~~
N304-10-100C	S	2	Rotor Housing (Front/Rear)	13B	1984-85	GSL-SE Model
N326-10-B10	S	1	Rotor Housing (Front)	13B NT	1986-88	
N326-10-B50C	S	1	Rotor Housing (Rear)	13B NT	1986-88	
N332-10-B10	S	1	Rotor Housing (Front)	13B T	1987-88	
N332-10-B50B	S	1	Rotor Housing (Rear)	13B T	1987-88	
N350-10-B10A	S	1	Rotor Housing (Front)	13B NT	1989-91	
N350-10-B50A	S	1	Rotor Housing (Rear)	13B NT	1989-91	
N318-10-B10A	S	1	Rotor Housing (Front)	13B T 20B Cosmo	1989-91 ALL	
N318-10-B50C	S	1	Rotor Housing (Rear)	13B T 20B Cosmo	1989-91 ALL	
N3Y2-10-S70	S	1	Rotor Housing (Front)	13B TT	1993-95	
N3Y2-10-S80	S	1	Rotor Housing (Rear)	13B TT	1993-95	

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

Rotor Housing Tech Tips

(See page TT-3 in the Engine Technical Tips section of this catalog.)

SIDE HOUSINGS

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
0000-01-9210		1	Front Housing (Bridge-Ported)	12A & 13B	1974-85	For GT3, CSR, F/Atlantic Engs. Same as Part #8871-10-200A, but intake port has been machined on CNC machine to correct port timing. Finish grinding is required. Reduces hand-grinding time by approximately 50%-75%.
8871-10-200A	C	1	Front Housing	12A & 13B	1974-85	Recommended for street-port, bridge-port & peripheral-port engines. Gas-nitrited material.
~~1757-10-200C~~	~~C/S~~	~~1~~	~~Front Housing~~	~~12A & 13B~~	~~1974-75~~	Largest intake ports (legal for SCCA "ITA" class RX2, 3, 4 only).
8981-10-200B	S	1	Front Housing	12A	1981-85	
N304-10-200B	S	1	Front Housing	13B	1984-85	
N326-10-C00C	S	1	Front Housing	13B NT	1986-88	
N318-10-C00D	S	1	Front Housing	13B T	1987-88	
N350-10-C00A	S	1	Front Housing	13B NT	1989-91	
N370-10-C00B	S	1	Front Housing	13B T	1989-91	
N3F1-10-C00	S	1	Front Housing	13B TT	1993-95	
NF01-10-C00E	C	1	Front Housing	20B Cosmo	ALL	
0000-01-9211		1	Intermediate Housing (Bridge-Ported)	12A & 13B	1974-85	See NOTES for Front Housing (Part #0000-01-9210) above. Same as Part #8871-23-070 below with CNC porting.
~~8871-23-070~~	~~C~~	~~1~~	~~Intermediate Housing~~	~~12A & 13B~~	~~1974-85~~	See NOTES for Part #8871-10-200A above.
~~1757-23-070~~	~~C/S~~	~~1~~	~~Intermediate Housing~~	~~12A & 13B~~	~~1974~~	Largest intake port (legal for SCCA "ITA" class RX2, 3, 4 only). With emission hole.
~~1708-23-070~~	~~C/S~~	~~1~~	~~Intermediate Housing~~	~~12A & 13B~~	~~1975~~	Largest intake port (legal for SCCA "ITA" class RX2, 3, 4 only). Without emission hole.
~~3648-23-070~~	~~S~~	~~1~~	~~Intermediate Housing~~	~~12A & 13B~~	~~1976-78~~	
8341-10-400	S	1	Intermediate Housing	12A	1981-85	
N304-10-400	S	1	Intermediate Housing	13B	1984-85	
N326-10-D00B	S	1	Intermediate Housing	13B NT	1986-88	
N332-10-D00B	S	1	Intermediate Housing	13B T	1987-88	
N350-10-D00C	S	1	Intermediate Housing	13B NT	1989-91	
N370-10-D00C	S	1	Intermediate Housing	13B T	1989-91	
N3A1-10-D00B	S	1	Intermediate Housing	13B TT	1993-95	

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Bridge-Port Side Housing – Part #0000-01-9211



CNC – Machined Bridge-Port

SIDE HOUSINGS, continued ...						
PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
NF01-10-D50D		1	Intermediate Housing (1st-Thick)	20B Cosmo	ALL	
NF01-10-D00C		1	Intermediate Housing (2nd-Thin)	20B Cosmo	ALL	
0000-01-9212		1	Rear Housing (Bridge-Ported)	12A & 13B	1974-85	See NOTES (page E-22) for Front Housing. (Part #0000-01-9210) Same as Part #8871-23-095 below, with CNC porting.
8871-23-095	C	1	Rear Housing	12A & 13B	1974-85	See NOTES (page E-22) for Part #8871-10-200A. Threaded water outlet hole can be plugged easily.
3565-23-095	C/S	1	Rear Housing	12A & 13B	1974-75	Largest intake ports (legal for SCCA "ITA" class RX-2, 3, 4 only).
8501-23-090	S	1	Rear Housing	12A & 13B	1976-78	
N201-10-300A	S	1	Rear Housing	12A	1981-82	
N231-10-300A	S	1	Rear Housing	12A	1983-85	
N304-10-300	S	1	Rear Housing	13B	1984-85	
N326-10-C50C	S	1	Rear Housing	13B NT	1986-88	
N318-10-C50C	S	1	Rear Housing	13B T	1987-88	
N350-10-C50A	S	1	Rear Housing	13B NT	1989-91	
N370-10-C50A	S	1	Rear Housing	13B T	1989-91	
N3YA-10-C50D	S	1	Rear Housing	13B TT	1993-95	
NF01-10-C50D		1	Rear Housing	20B Cosmo	ALL	

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TECH TIPS

Side Housing Tech Tips

(See page TT-6 in the Engine Technical Tips section of this catalog.)

ROTORS - FRONT & REAR

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-11-100	C	2	Rotor (Front/Rear)	12A	ALL	Rotor gear secured with snap-ring. Chrome-plated apex seal grooves increase resistance to wear. Approximate Weight = 4260 gm.
~~0000-01-9121~~		1	~~Rotor Set~~ (Front/Rear)	12A	ALL	~~Balanced and lightened rotor set has chrome-plated apex seal grooves for durability. Stock rotor gear is replaced with "3130" (hardened) material and secured with pins. Approximate Weight = 4000 gm.~~
~~N2Y2-11-B10~~		~~1~~	~~Rotor (Front)~~	~~12A~~	~~ALL~~	~~Chrome-plated apex grooves. Approximate Weight = 4350 gm.~~
~~N2Y2-11-B50~~		~~1~~	~~Rotor (Rear)~~	~~12A~~	~~ALL~~	~~Chrome-plated apex grooves. Approximate Weight = 4350 gm.~~
~~1011-23-103B~~	~~S~~	~~2~~	~~Rotor (Front/Rear)~~	~~12A~~	~~1974-75~~	~~Approximate Weight = 4350 gm.~~
1480-23-103	S	1	Rotor (Front)	12A	1976-82	Approximate Weight = 4350 gm.
1480-23-113	S	1	Rotor (Rear)	12A	1976-82	Approximate Weight = 4350 gm.
N225-23-103	S	1	Rotor (Front)	12A	1983-85	Approximate Weight = 4100 gm.
N225-23-113	S	1	Rotor (Rear)	12A	1983-85	Approximate Weight = 4100 gm.
~~4801-78-130~~	~~C~~	~~2~~	~~Rotor (Front/Rear)~~	~~13B~~	~~ALL~~	~~Rotor gear secured with snap-ring. Approximate Weight = 4920 gm.~~
~~0000-01-9122~~		~~1~~	~~Rotor Set (Front/Rear)~~	~~13B~~	~~ALL~~	~~Balanced and lightened competition rotor set. (Part #4801-78-130) Approximate Weight = 4500 gm.~~
~~ZRY1-11-B10A*~~	~~C~~	~~2~~	~~Rotor (Front/Rear)~~	~~13B/20B~~	~~ALL~~	~~Rotor gear secured with snap-ring. Lightweight rotor for 13B engines. Approximate Weight = 3750 gm.~~
8182-23-103	S	2	Rotor (Front/Rear)	13B	1974-78	Approximate Weight = 5000 gm.
N304-23-103	S	2	Rotor (Front/Rear)	13B	1984-85	Approximate Weight = 5000 gm.
N3Y6-11-B10	S	2	Rotor (Front/Rear)	13B NT	1986-88	Approximate Weight = 4300 gm.
N3Y2-11-B10A	S	2	Rotor (Front/Rear)	13B T	1987-88	Approximate Weight = 4300 gm.
N3Y5-11-B10A	S	2	Rotor (Front/Rear)	13B NT	1989-91	Approximate Weight = 4075 gm. Highest compression ratio.
N3Y8-11-B10B	S	2	Rotor (Front/Rear)	13B T & 20B Cosmo	1989-91	Approximate Weight = 4075 gm.
N3YA-11-B10	S	2	Rotor (Front/Rear)	13B TT	1993-95	

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***** *Using 20B lightweight rotors (Part #ZRY1-11-B10A) in the 13B engine requires use of 13B rotor bearing (Part #ZRY1-11-B21) and rebalancing of the entire rotating assembly.*

NOTE: *Rotor weights do not include the bearing.*

TECH TIPS

Rotor Tech Tips

(See page TT-8 in the Engine Technical Tips section of this catalog.)

STATIONARY GEARS

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-10-500A	C	1	Stationary Gear (Front)	12A	ALL	Heat treated to resist fatigue. Use 0000-01-9161
0000-01-9161		1	Stationary Gear (Front)	12A	ALL	Stock 20B gear is modified for use in 12A engine. Hardened material provides alternative to stock 12A gear. Main bearing is a competition type multi-window design.
3743-10-500	S	1	Stationary Gear (Front)	12A	ALL	
4801-10-500	C	1	Stationary Gear (Front)	13B	ALL	Heat treated to resist fatigue.
3648-10-500	S	1	Stationary Gear (Front)	13B ALL	1974-88	
N370-10-E00C	S	1	Stationary Gear (Front)	13B ALL	1989-91	
N3A1-10-E0YB	S	1	Stationary Gear (Front)	13B TT	1993-95	May be used for all 13B engines as alternative to stock type. Hardened material is similar to competition version. Main bearing is a competition type multi-window design.
NF01-10-E00G		1	Stationary Gear (Front)	20B Cosmo	ALL	20B Cosmo gear may be used for 13B as alternative to stock stationary gear. Hardened material is similar to competition version. Main bearing is a competition type multi-window design.
NF01-10-E20G		1	Stationary Gear (Center)	20B Cosmo	ALL	Not shown in diagram.
4352-10-550A	C	1	Stationary Gear (Rear)	12A	ALL	Heat treated to resist fatigue. Includes standard bearing. Purchase of competition main bearing required Use 01-9162 (Part #4801-10-502, page E-13)
0000-01-9162		1	Stationary Gear (Rear)	12A	ALL	See NOTES for Front Stationary Gear (Part #0000-01-9161) above.
3743-10-550A	S	1	Stationary Gear (Rear)	12A	ALL	
4801-10-550	C	1	Stationary Gear (Rear)	13B	ALL	Heat treated. Includes 3-window type bearing.
3648-10-550A	S	1	Stationary Gear (Rear)	13B ALL	1974-88	
N370-10-E10B	S	1	Stationary Gear (Rear)	13B ALL	1989-91	
N3A1-10-E1YC	S	1	Stationary Gear (Rear)	13B TT	1993-95	See NOTES for Part #N3A1-10-E0YB above.
NF01-10-E10H		1	Stationary Gear (Rear)	20B Cosmo	ALL	See NOTES for Part #NF01-10-E00G above.

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Competition Tension Bolt Information

A rubber insulator is bonded to these bolts at the center to dampen out vibrations at certain rpms. The insulator helps prevent bolt fatigue, resulting in longer bolt life.

Before installing tension bolts, lubricate threads with an anti-seize compound. Tension bolt seals should be lubricated with oil. Be sure to torque the tension bolts in a crisscross circular pattern, starting with 8 foot-lbs. and moving in 4 lb. increments to a maximum of 25 foot-lbs.

TENSION BOLTS & WASHER SEALS						
PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-10-E50	C	16-18*	Tension Bolt	12A	ALL	
1015-10-451B	S	16-18*	Tension Bolt	12A	ALL	
1015-10-452A	S	1	Tension Bolt	12A	ALL	Long bolt
4801-10-E50	C	17-18*	Tension Bolt	13B	ALL	
1757-10-451B	S	17-18*	Tension Bolt	13B ALL	1974-85	
1757-10-452A	S	1	Tension Bolt	13B ALL	1974-85	Long bolt
N326-10-E51	S	17*	Tension Bolt	13B ALL	1986-88	
N326-10-E52	S	1	Tension Bolt	13B ALL	1986-88	Long bolt
N350-10-E51B	S	16/17*	Tension Bolt	13B ALL	1989-95	1989-91 uses 16. 1993-95 uses 17.
N350-10-E50A	S	1	Tension Bolt	13B ALL	1989-95	Includes heat-shrink tube.
N350-10-E61A	S	1	Tension Bolt	13B ALL	1989-95	Long bolt
0839-10-455	S	17-19*	Tension Bolt Washer Seals	12A & 13B	ALL	

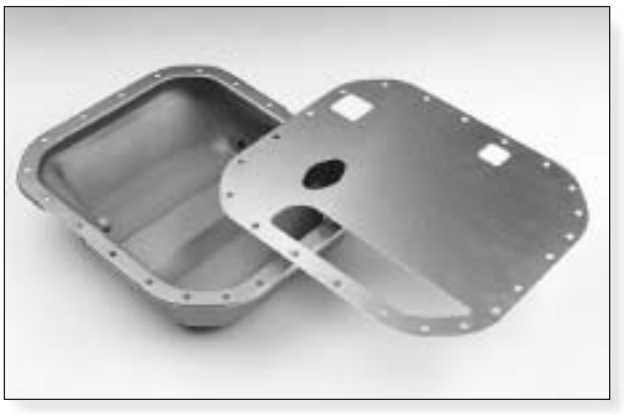
TENSION BOLT INFORMATION

*****_All 12A and 13B engines use a total of 17, 18, or 19 tension bolts, depending on which side housings are being used. One (1) of these bolts always will be longer than the others._

TUBULAR DOWELS						
PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
0839-10-111B	S	4	Tubular Dowel	12A	ALL	
1757-10-111	S	4	Tubular Dowel	13B	ALL	
N3A1-10-B73	S	4	O-Ring, Tubular Dowel	12A/13B & 20B Cosmo	1971-95	

Oil Pan / Baffle Plate Information

A baffle plate improves the performance of the oil system by keeping the oil from foaming. Installed between the pan and block, the plate allows oil to de-aerate by slowing its return from the engine to the pan. The baffle plate also improves the oil cooling system's heat-transfer capabilities and helps maintain the supply of oil around the oil pickup when cornering and braking.



Oil Pan & Baffle Plate – Part #0000-01-7101 and #4352-10-709

OIL PANS / BAFFLE & DRY SUMP PLATES

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
0000-01-7101		1	Oil Pan	RX7 12A	1979-85	For wet sump system. Provides increased capacity over stock oil pan. Use with baffle plate. Additional 1 qt. capacity.
0000-01-7102		1	Oil Pan	RX7 NT & T	1986-91	For wet sump system. Provides increased capacity over stock oil pan. Use with baffle plate. Additional 2 qt. capacity.
4352-10-709	C	1	Baffle Plate	RX7 12A	1979-85	For wet sump system. Use with Competition or stock pan. Use bolt 9979-40-616B
0000-01-7112		1	Baffle Plate	RX7 NT & T	1986-91	For wet sump system. Use with Competition or stock pan. Use bolt 9979-40-616B
0000-01-9201	C	1	Dry Sump Plate	12A	ALL	Does not include bolts.
4801-10-701A	C	1	Dry Sump Plate	13B	ALL	Does not include bolts.
N2Y0-10-427	S	1/2	Gasket, Oil Pan	12A	ALL	Fitment of baffle plate requires two (2) gaskets.
1757-10-711A	S	1/2	Gasket, Oil Pan	13B	1974-85	Fitment of baffle plate requires two (2) gaskets.
N3Y0-10-427	S	1/2	Gasket, Oil Pan	13B NT & T	1986-91	Fitment of baffle plate requires two (2) gaskets.
N3YA-10-427	S	1	Gasket, Oil Pan	13B TT	1993-95	
NFY1-10-427A	C	1	Gasket, Oil Pan	20B Cosmo	ALL	
9983-10-612	S	22	Bolt - Dry Sump Plate	12A & 13B	ALL	

= NEW! Competition Part NT = Non-Turbo T = Turbo TT = Twin-Turbo (93-95 RX7)

Competition Oil Pressure Regulator Information

Replaces the stock secondary (rear) regulator. With the use of a high-capacity oil pump, the competition regulator allows oil pressure in the system to reach 105-115 psi. Installation requires adjustment of the front pressure regulator to ensure it does not limit system pressure. Front regulator should be shimmed to 1/8".

OIL PRESSURE REGULATOR / MISCELLANEOUS

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-14-250	C	1	Oil Pressure Regulator - Wet Sump	12A & 13B	ALL	For wet sump system. (See information above.)
4801-14-250	C	1	Oil Pressure Regulator - Dry Sump	12A & 13B	ALL	For dry sump system. (Larger bypass capacity to maintain correct pressure.)
N3A1-14-230	S	1	Oil Pressure Regulator	12A & 13B 13B TT	ALL 1993-95	Stock pressure regulator for 13B Twin-Turbo provides approximately 90-100 psi.
0000-01-9511		1	Oil Block	12A & 13B	ALL	Block mounts on rear housing and has oil fittings to route oil back to front rotor.
0000-01-9512		1	Relief Valve - Oil Pressure	12A & 13B	ALL	Relief valve includes scavenge.
0000-01-9513		1	Oil Breather Fitting	12A & 13B	ALL	

OIL PUMP / OIL PUMP CHAIN

PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
1058-78-220C	C	1	Oil Pump	12A & 13B	1974-85	Heat-treated gear set and shaft reduce wear. Impeller width (17.5 mm) is larger than stock oil pumps (except 1983-85 13B).
8501-14-100	S	1	Oil Pump	12A	1978-82	Impeller width (15.0 mm).
8553-14-100	S	1	Oil Pump	13B	1983-85	Impeller width (17.5 mm).
N326-14-100A	S	1	Oil Pump	13B NT	1986-91	Use Part #N318-14-100A for high-performance applications.
N318-14-100A	S	1	Oil Pump	13B T	1986-91	Also recommended for 1986-91 Non-Turbo engines.
NF01-14-100	S	1	Oil Pump	13B TT	1993-95	
0839-14-142	S	1	Oil Pump Chain	12A & 13B	1974-85	
N326-14-151	S	1	Oil Pump Chain	13B ALL	1986-95	

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FRONT COVER GASKET, O-RING, SEAL					
PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR
8527-10-641	S	1	Gasket - Front Cover*	12A & 13B	1971-88
N326-10-502A	S	1	Gasket - Front Cover (Turbo - thru 6/90 only)*	13B ALL	1989-91
N386-10-502	S	1	Gasket - Front Cover (Turbo - 7/90 on)*	13B T	1990-91
N3A1-10-502	S	1	Gasket - Front Cover*	13B TT	1993-95
N231-10-174	S	1	O-Ring - Front Cover	12A & 13B	ALL
0820-10-605	S	1	Seal, Front Cover (Main)	12A & 13B	1971-91
N3A1-10-507	S	1	Seal, Front Cover (Main)	13B TT	1993-95
4352-10-616	C	1	Blind Plate - Dry Sump System (Right Side)	12A & 13B	ALL
4352-10-617	C	1	Gasket - Sump System Blind Plate - Dry (Right Side)	12A & 13B	ALL
3997-10-602	C	1	Blind Plate - Metering Oil Pump (Right Side)	12A & 13B	ALL
1757-14-611	S	1	Gasket - Blind Plate (Right Side)	12A & 13B	ALL

*Engines operating with high oil pressure should use a gasket. Use a thin layer of silicone sealant and an O-Ring. (Part #N231-10-174) 0813-10-174 Can be used as a thicker o-ring if necessary.

Dry Sump Systems

A dry sump oil system is essential in all full race engines. A dry sump system allows the engine to be mounted lower in the chassis, helps improve engine cooling by reducing oil foaming and increases the amount of oil available to the engine when the car is under high "G-load" conditions.

We offer two (2) different dry sump systems for rotary applications. The race-proven factory front cover system and an alternative belt-driven Peterson system.

DRY SUMP FRONT COVER						
PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE	YEAR	NOTES
4352-10-600	C	1	Dry Sump Front Cover	12A & 13B, 20B Cosmo	ALL	Mazda factory system. See NOTE below.
0000-01-9312		1	Dry Sump Front Cover	12A & 13B	AL	
Improved front cover design copies the factory dry sump, but improves oil flow by 30-40%. Uses all same fitment pieces listed below.						

= NEW! Competition Part *NT = Non-Turbo* *T = Turbo* *TT = Twin-Turbo (93-95 RX7)*

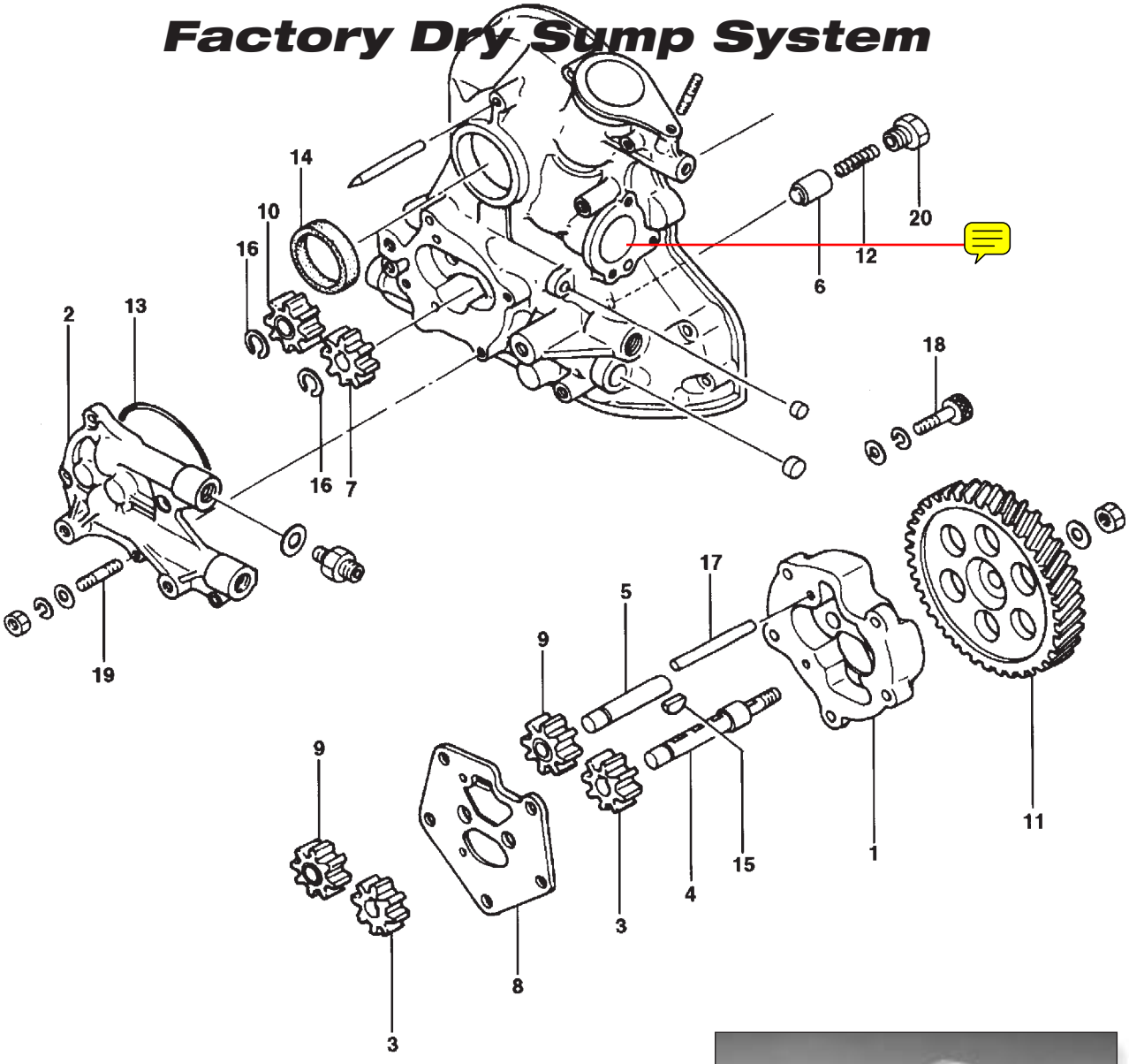
NOTE: *Fitment of factory Dry Sump Front Cover System requires use of the following components: Drive gear (Part #4352-11-521), Pressure regulator (Part #4801-14-250), Suction pipe-left (Part #4352-14-410), Suction pipe-right (Part #4352-14-420), O-Rings (Part #4801-14-433, qty. 2), Fittings (Parts #ZR03-11-R96 and #ZR03-11-R98), Oil strainer (Part #4801-14-713, qty. 2) and Dry sump plate.*

TECH TIPS

Dry Sump Tech Tips

(See page TT-21 in the Engine Technical Tips section of this catalog.)

Factory Dry Sump System



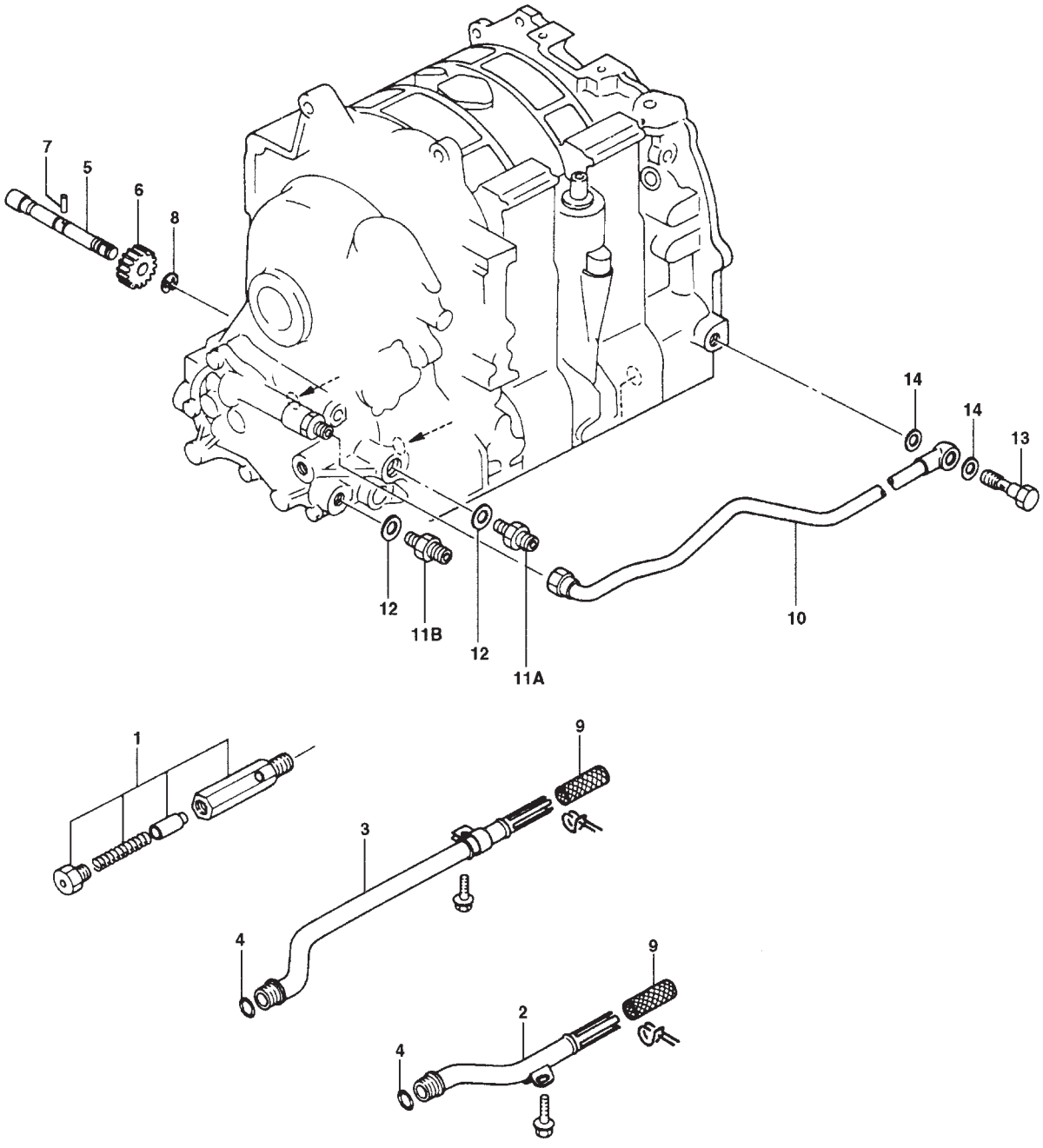


Dry Sump Front Cover — Part #4352-10-600

FACTORY DRY SUMP SYSTEM

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE
1	4352-14-105	C	1	Rear Pump Body	12A & 13B
2	4352-14-110	C	1	Pump Cover	12A & 13B
3	4352-14-111	C	2	Pump Gear (Scavenge & Transfer)	12A & 13B
4	4352-14-112	C	1	Drive Shaft	12A & 13B
5	4352-14-114	C	1	Idle Shaft	12A & 13B
6	4352-14-115	C	1	Plunger	12A &13B
7	4352-14-116	C	1	Pressure (Driven) Gear	12A & 13B
8	4352-14-118	C	1	Plate	12A & 13B
9	4352-14-125	C	2	Gear	12A & 13B
10	4352-14-130	C	1	Pressure (Driven) Gear	12A & 13B
11	4352-14-151	C	1	Main (Driven) Gear	12A & 13B
12	4352-14-273	C	1	Spring	12A & 13B
13	9954-20-8501	C	1	O-Ring	12A & 13B
14	0820-10-605	S	1	Oil Seal -Front Cover	12A & 13B
15	0820-14-119	C	1	Key - Drive Shaft	12A & 13B
16	0810-14-113	C	2	Snap Ring	12A & 13B
17	9923-30-655	C	2	Alignment Pin	12A & 13B
18	9980-80-830	C	6	Bolt	12A & 13B
19	9985-10-825	C	6	Stud	12A & 13B
20	0839-14-274	S	1	Plug	12A & 13B
	9980-30-8115	C	1	Bolt - Front Cover, Extra Long (Not Shown)	12A & 13B
	4352-11-521	C	1	Drive Gear - Dry Sump (Not Shown)	12A & 13B

Factory Dry Sump System — Oil Piping and Miscellaneous



FACTORY DRY SUMP SYSTEM — OIL PIPING & MISCELLANEOUS

ITEM NO.	PART NUMBER	CODE	# REQ.	DESCRIPTION	MODEL/ ENGINE TYPE
1	4801-14-250	C	1	Pressure Regulator (For Dry Sump System)	12A & 13B
2	4352-14-410	C	1	Suction Pipe (Left)	12A & 13B
3	4352-14-420	C	1	Suction Pipe (Right)	12A & 13B
4	4801-14-433	C	2	O-Ring - Suction Pipe	12A & 13B
5	4352-14-620	C	1	Shaft - Metering Oil Pump	12A & 13B
6	0820-14-625A	S	1	Gear - Metering Oil Pump	12A &13B
7	0813-14-623	S	1	Pin	12A & 13B
8	9957-60-800	S	2	Clip	12A & 13B
9	4801-14-713	C	2	Oil Strainer - Suction Pipe	12A & 13B
10	4801-14-730	C	1	Oil Pipe	12A & 13B
11A	ZR03-14-R96	C	1	Fitting - Oil Pump (-12)	12A & 13B
11B	ZR03-14-R98	C	1	Fitting - Oil Pump (-16)	12A & 13B
12	9956-42-200	S	2	Washer - Fitting (Oil Pump & Front Cover)	12A & 13B
13	9938-11-400	S	1	Fitting - Oil Pipe	12A & 13B
14	9956-21-800	S	2	Washer - Oil Pipe Fitting	12A & 13B

