

1303957

tarmac rally - race

Bmw M50 (20 6 S2) 150hp, vanos in

I-6cyl 2.0L 24v DOHC (DTH/DTH)



intake **exhaust**

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.05mm	11.55mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.80mm	3.20mm

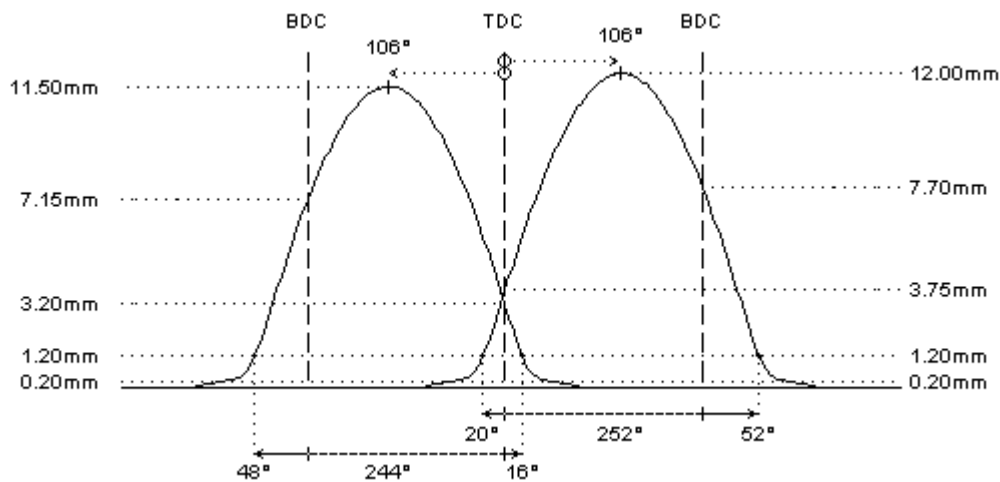
parts setup:

cam wheels :	:	:
follower	: CC005	: CC005
valve lash	: N/A	: N/A
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: not available	: not available
lower retainer	: not available	: not available
exterior spring	: not available	: not available
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

valve spring kit can be developed on request



REMARKS :

- # - cast iron camshafts
- available in steel billet (on request)
- # valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according to the application:
 - plates available in different diameters and thickness
 - cups for different valve stem diameters. these center on either tappet or valve stem
 - other specific shapes available on request
- # 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
- # original valve spring info is not available
- # disable VANOS system
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors