

1304259

hot street - dirt track

Bmw M52 B20 150hp, vanos in
I-6cyl 2.0L 24v DOHC (DTH/DTH)



intake **exhaust**

camshaft data:

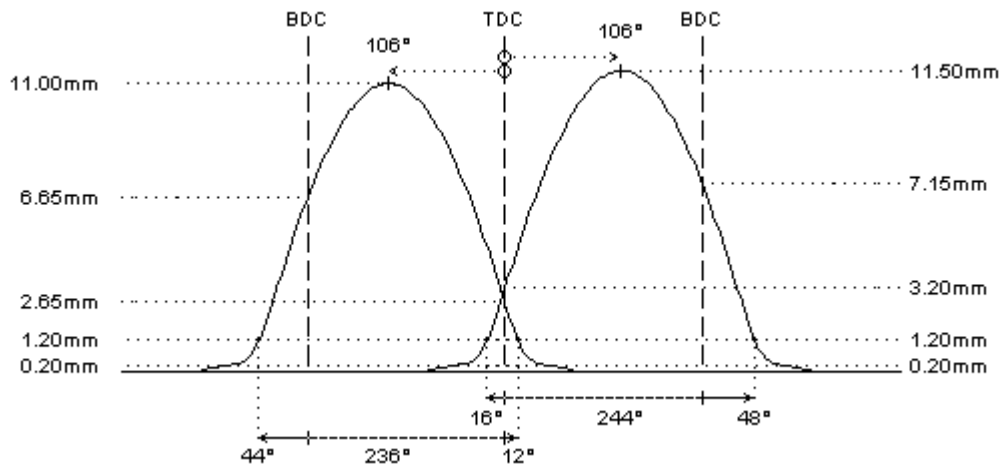
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	274°
duration @ 1.0mm	: 244°	236°
valve lift	: 11.50mm	11.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 48°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm

parts setup:

cam wheels :	:	:
follower	: CC002	: CC002
valve lash	: TS101	: TS101
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 :



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- # - 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 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # valve lift and timing data are illustrated on fixed centerline (disabled VVT system)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors

