

# 1304260

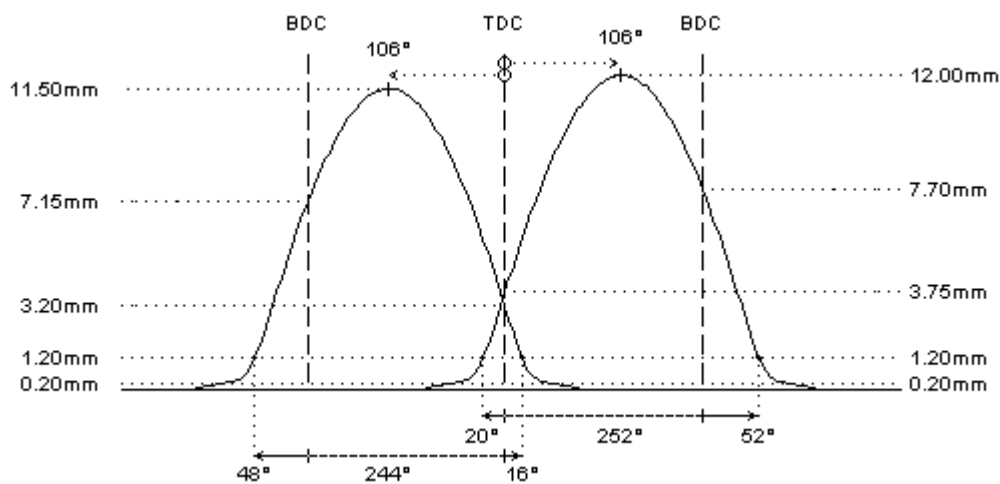
tarmac rally - race

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



	intake	exhaust
<b>camshaft data:</b>		
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	: 3.75mm	3.25mm
<b>parts setup:</b>		
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

