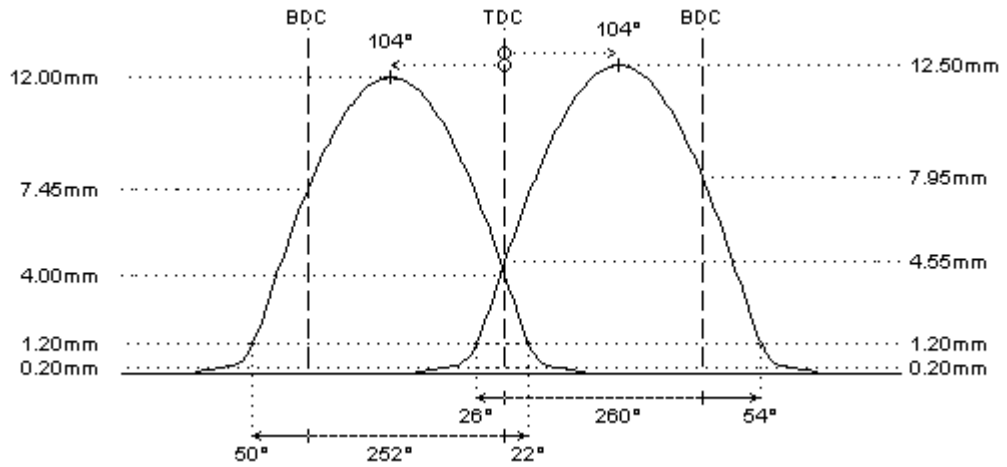
1304261

tarmac rally - race

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 304°	298°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.55mm	12.05mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 26° / 54°	50° / 22°
valve lift @ TDC	: 4.55mm	4.05mm
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 :



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 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 camshafs 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 carburettors