

4000331

turbo conversion

Mercedes M102 cosworth

I-4cyl 2.3L 16v DOHC (DT/DT)



intake

exhaust

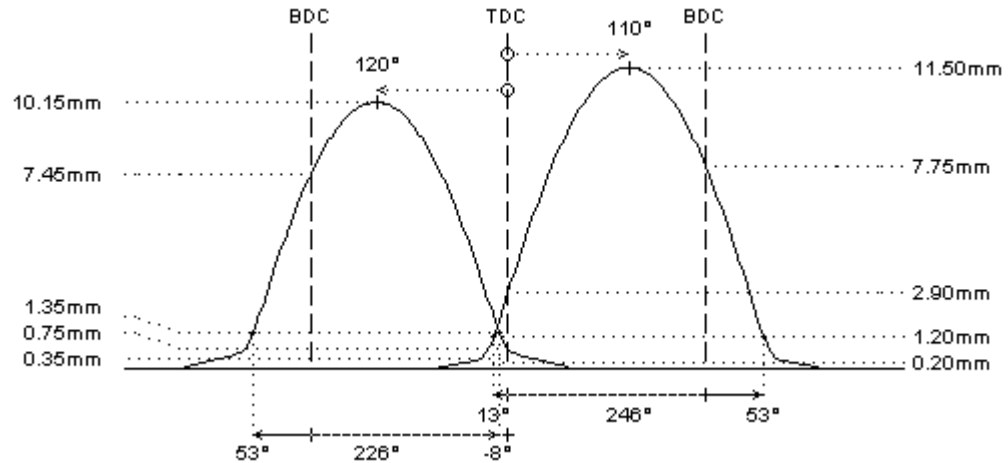
camshaft data:

lash ramp	: 0.20mm	0.35mm
duration @ 0.1mm	: 278°	270°
duration @ 1.0mm	: 246°	225°
valve lift	: 11.50mm	10.15mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 13° / 53°	52° / -7°
valve lift @ TDC	: 2.90mm	0.80mm

parts setup:

cam wheels :	:	:
follower	: CC007	: CC007
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99310	: 99310
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E12009	: PAC-E12009
interior spring	: PAC-I12009	: PAC-I12009
fitted load / length	: 32kg @ 33.5mm	: 32kg @ 33.5mm
max. load / lift	: 102kg @ 14.0mm	: 102kg @ 14.0mm

REMARKS :



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- # - steel billet camshafts
- front bearing / gear assembly not available
- camshafts also fit 2.5L engine
- # 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
- # for TURBO conversion (atmospheric to turbo)