

4000343

tarmac rally - race

Mercedes M102 cosworth

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



intake

exhaust

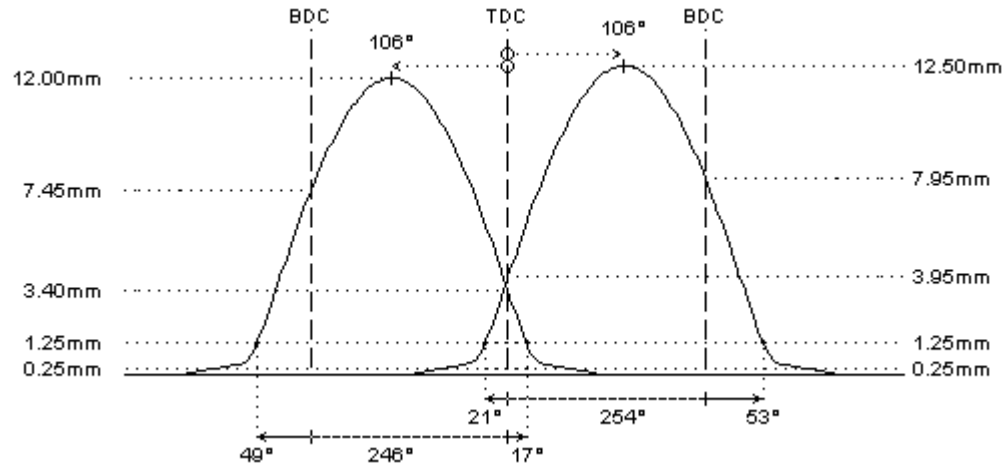
camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 301°	293°
duration @ 1.0mm	: 254°	246°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 53°	49° / 17°
valve lift @ TDC	: 3.95mm	3.40mm

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
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors