

# 4000345

full race

Mercedes M102 cosworth

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



### intake

### exhaust

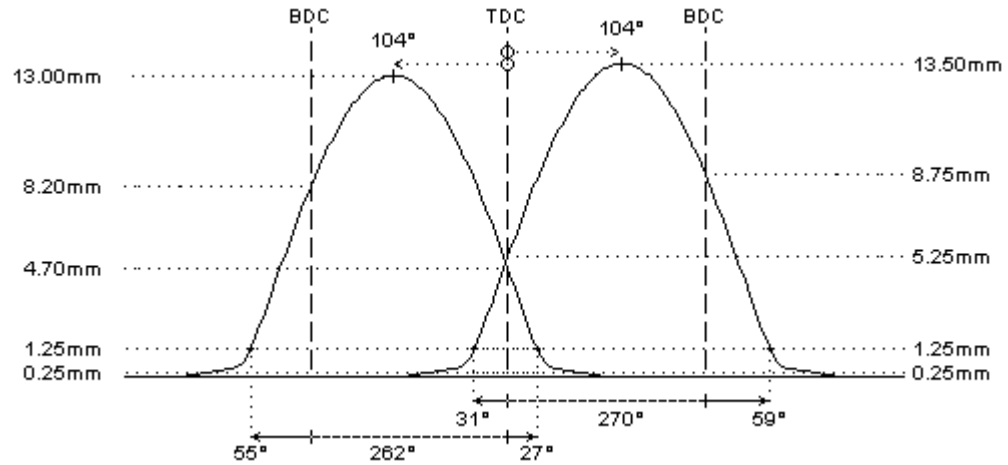
#### camshaft data:

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 317°	305°
duration @ 1.0mm	: 270°	262°
valve lift	: 13.50mm	13.00mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 31° / 59°	55° / 27°
valve lift @ TDC	: 5.25mm	4.70mm

#### parts setup:

cam wheels :	:	:
follower	: <b>CC007</b>	: <b>CC007</b>
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	: <b>99310</b>	: <b>99310</b>
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: <b>PAC-E12009</b>	: <b>PAC-E12009</b>
interior spring	: <b>PAC-I12009</b>	: <b>PAC-I12009</b>
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 use in competition engines with independent engine management (throttle position sensor) or carburetors