

# 1301806

tarmac rally - race

Bmw S54 B32 338hp, double vanos

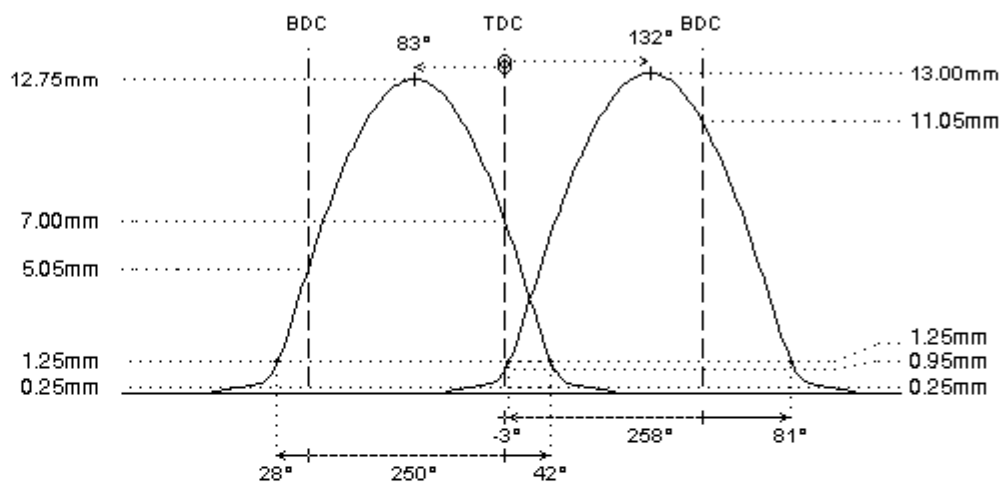
I-6cyl 3.2L 24v DOHC (RP/RP)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 296°	288°
duration @ 1.0mm	: 258°	250°
valve lift	: 13.00mm	12.75mm
cam lift	: 11.95mm	11.75mm
lobe angle	: 132°	83°
timing @ 1.0mm	: -3° / 81°	28° / 42°
valve lift @ TDC	: 0.95mm	7.00mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CAT031	:  CAT031
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	:  99628/S	:  99628/S
lower retainer	:  99629/O	:  99629/O
exterior spring	:  PAC-E19864	:  PAC-E19864
interior spring	:  PAC-I19864	:  PAC-I19864
fitted load / length	: 30kg @ 33.7mm	: 30kg @ 33.7mm
max. load / lift	: 87kg @ 13.5mm	: 87kg @ 13.5mm

### REMARKS :

- # CAT031 KIT includes:
- # - 24x CAT031 rocker arm
- 2x rocker arm shafts with extra holes (original BMW)
- 1x oil bridge (oil supply from exhaust to intake rocker arm shafts)



### REMARKS :

- # Any warranty regarding camshaft wear is excluded, unless our CAT031 rocker arm system is being used.
- S54 camshafts can only be ordered in combination with rocker arm kit CAT031 !!!**
- # The VANOS (VVT) system on the intake camshaft changes the PD from 132° to 72°. The data are shown for full intake retard (disengaged VVT).  
The VANOS (VVT) system on the exhaust camshaft changes the PD from 83° to 128°. The data are shown for full exhaust retard (disengaged VVT).
- # Check distance between valves and piston to be 1mm at least with VVT engaged. Wrong installation will cause severe engine damage!
- # stand alone ECU based on throttle position sensor advised
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration