

1304552

tarmac rally - race

Bmw M54B30 228hp, vanos in+ex

I-6cyl 3.0L 24v DOHC

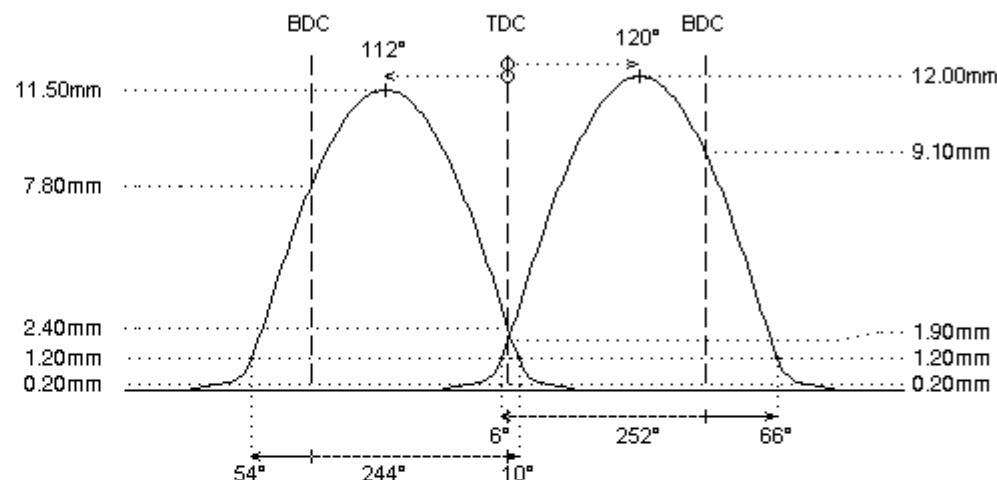
**camshaft data:**

	intake	exhaust
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	282°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.00mm	11.50mm
cam lift	:	:
lobe angle	: 120°	112°
timing @ 1.0mm	: 6° / 66°	54° / 10°
valve lift @ TDC	: 1.90mm	2.40mm

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	: 99468/s	: 99468/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S99843	: PAC-S99843
interior spring	:	:

fitted load / length	: 35kg @ 37.5mm	: 35kg @ 37.5mm
max. load / lift	: 95kg @ 14.0mm	: 95kg @ 14.0mm

REMARKS :**REMARKS :**

- # - steel billet camshafts
- # 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # Check distance between valves and piston to be 1mm at least with VVT engaged. Wrong installation will cause severe engine damage!