

1305305

tarmac rally - race

Bmw S62 B50 394hp

V-8cyl 4.9L 32v QOHC

**intake****exhaust****camshaft data:**

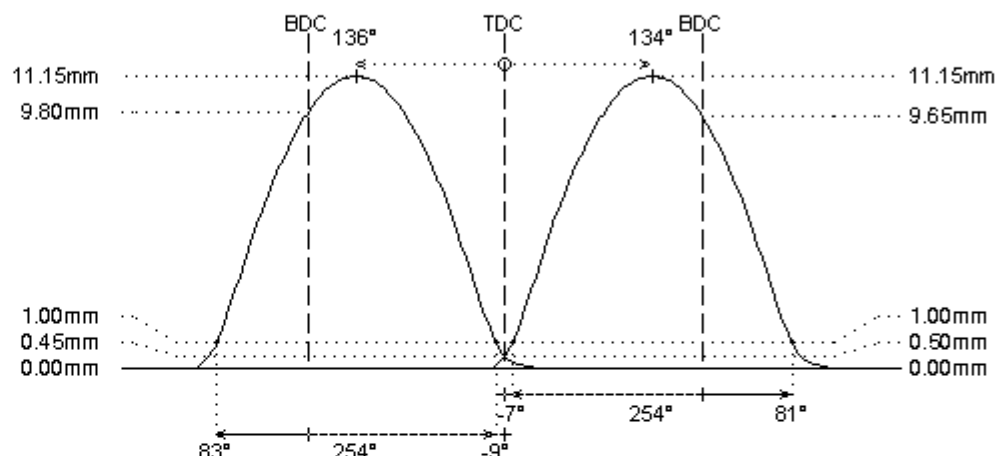
lash ramp : hydro
 duration @ 0.1mm : 296°
 duration @ 1.0mm : 254°
 valve lift : 11.15mm
 cam lift : 11.15mm
 lobe angle : 134°
 timing @ 1.0mm : -7° / 81°
 valve lift @ TDC : 0.50mm

hydro
 296°
 254°
 11.15mm
 11.15mm
 136°
 83° / -9°
 0.45mm

parts setup:

cam wheels :	:	:
follower :	O.E.M.	O.E.M.
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 :	99418/s	99418/s
lower retainer :	O.E.M.	O.E.M.
exterior spring :	PAC-S90019	PAC-S90019
interior spring :		

fitted load / length :	29kg @ 36.0mm	29kg @ 36.0mm
max. load / lift :	80kg @ 13.0mm	80kg @ 13.0mm

REMARKS :**REMARKS :**

- # 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration