

1305306

hot street - dirt track

Bmw S62 B50 394hp

V-8cyl 4.9L 32v QOHC

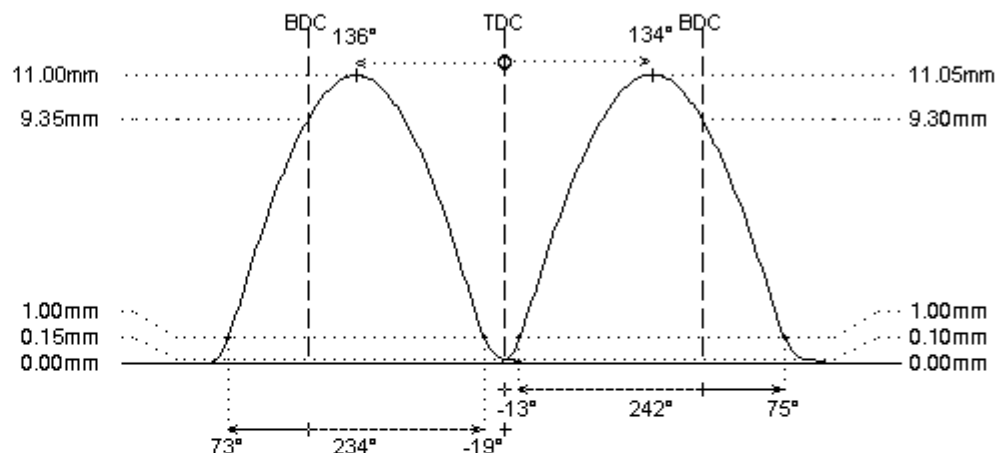
**camshaft data:**

	intake	exhaust
lash ramp	: hydro	hydro
duration @ 0.1mm	: 284°	272°
duration @ 1.0mm	: 242°	234°
valve lift	: 11.05mm	11.00mm
cam lift	: 11.05mm	11.00mm
lobe angle	: 134°	136°
timing @ 1.0mm	: -13° / 75°	73° / -19°
valve lift @ TDC	: 0.10mm	0.15mm

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