

1305354

tarmac rally - race

Bmw S62 B50 394hp

V-8cyl 4.9L 32v QOHC



intake

exhaust

camshaft data:

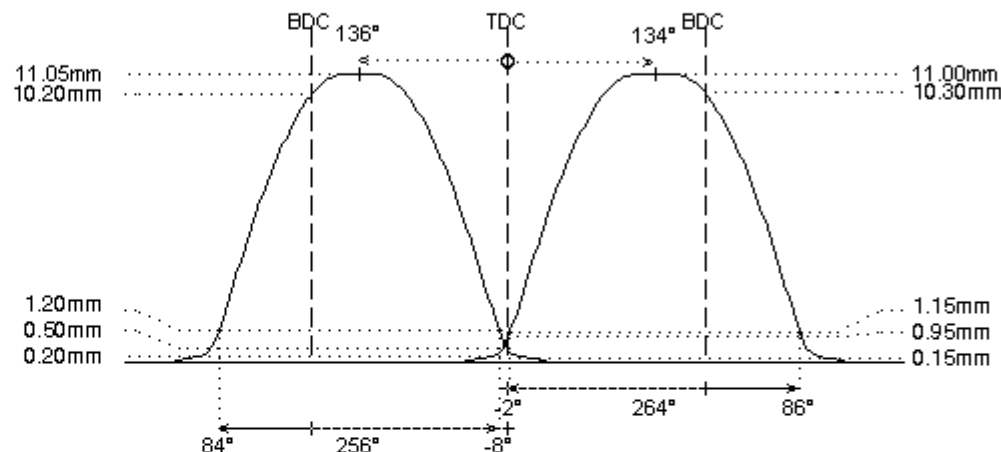
lash ramp	: 0.15mm	0.20mm
duration @ 0.1mm	: 294°	282°
duration @ 1.0mm	: 264°	256°
valve lift	: 11.00mm	11.05mm
cam lift	:	
lobe angle	: 134°	136°
timing @ 1.0mm	: -2° / 86°	84° / -8°
valve lift @ TDC	: 0.95mm	0.50mm

parts setup:

cam wheels :	:	:
follower	: CC042	: CC042
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99357	: 99357
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E12009	: PAC-E12009
interior spring	: PAC-I12009	: PAC-I12009

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



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- # 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