

# 4000344

tarmac rally - race

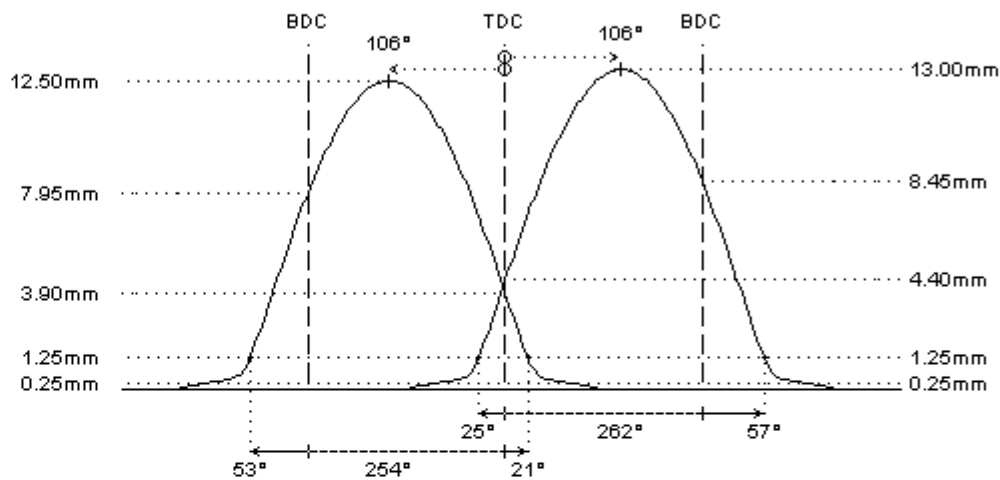
Mercedes M102 cosworth

I-4cyl 2.3L 16v DOHC (DT/DT)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 305°	301°
duration @ 1.0mm	: 262°	254°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 25° / 57°	53° / 21°
valve lift @ TDC	: 4.40mm	3.90mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CC007	:  CC007
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	:  99310	:  99310
lower retainer	: O.E.M.	: O.E.M.
exterior spring	:  PAC-E12009	:  PAC-E12009
interior spring	:  PAC-I12009	:  PAC-I12009
fitted load / length	: 32kg @ 33.5mm	: 32kg @ 33.5mm
max. load / lift	: 102kg @ 14.0mm	: 102kg @ 14.0mm

REMARKS :



### REMARKS :

- # - steel billet camshafts
- front bearing / gear assembly not available
- camshafts also fit 2.5L engine
- # 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