

4003710

turbo conversion

Mercedes M113.960 .960 .962 .963 .964 .965 .966 .967 .968 .969 .971

V-8cyl 5.0L 24v SOHC (RPRH/RPRH)



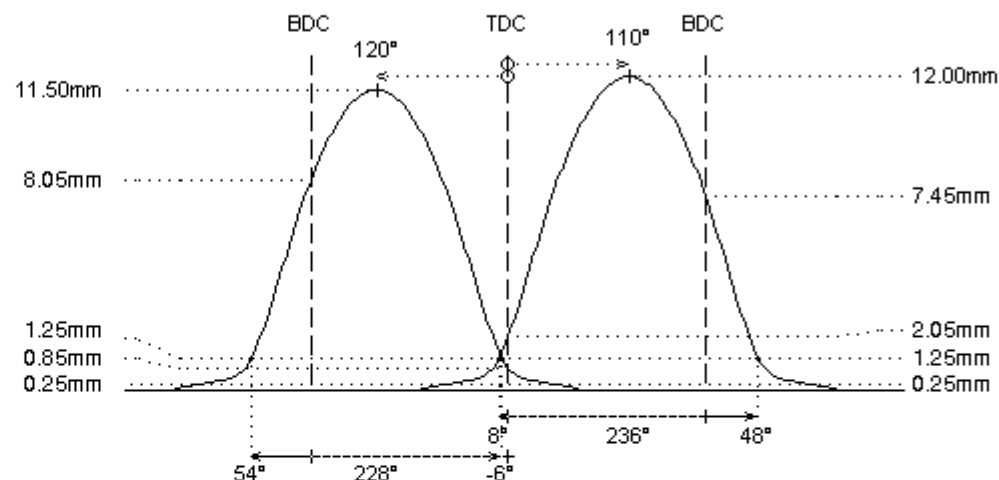
	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 236°	228°
valve lift	: 12.00mm	11.50mm
cam lift	: 8.35mm	8.00mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 8° / 48°	54° / -6°
valve lift @ TDC	: 2.05mm	0.85mm

parts setup:

cam wheels :	:	:
follower	: INFO	: INFO
valve lash	: TS103	: TS103
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99572	: 99572
lower retainer	: 99593/O	: 99593/O
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 35kg @ 34.0mm	: 35kg @ 34.0mm
max. load / lift	: 104kg @ 14.0mm	: 104kg @ 14.0mm

REMARKS :

- # machining of cylinder head required
- # Machining of rocker arms is required :
- # remove inner plunger from hydraulic element and replace with lash adjustment shim.



REMARKS :

- # Mechanical conversion requires machining of the rocker arms!
- # Distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)