

4003711

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:

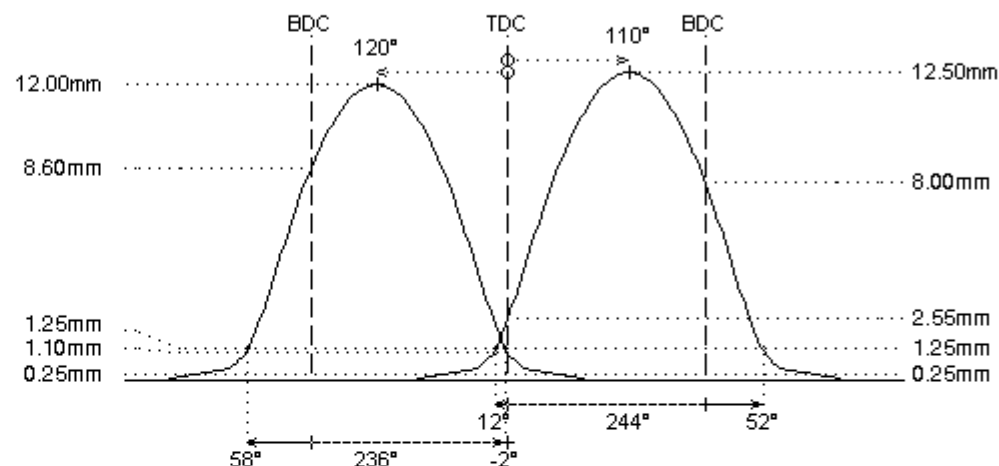
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 306°	298°
duration @ 1.0mm	: 244°	236°
valve lift	: 12.50mm	12.00mm
cam lift	: 8.75mm	8.35mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 12° / 52°	58° / -2°
valve lift @ TDC	: 2.55mm	1.10mm

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!
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)