

1301520

tarmac rally - race

Bmw M42

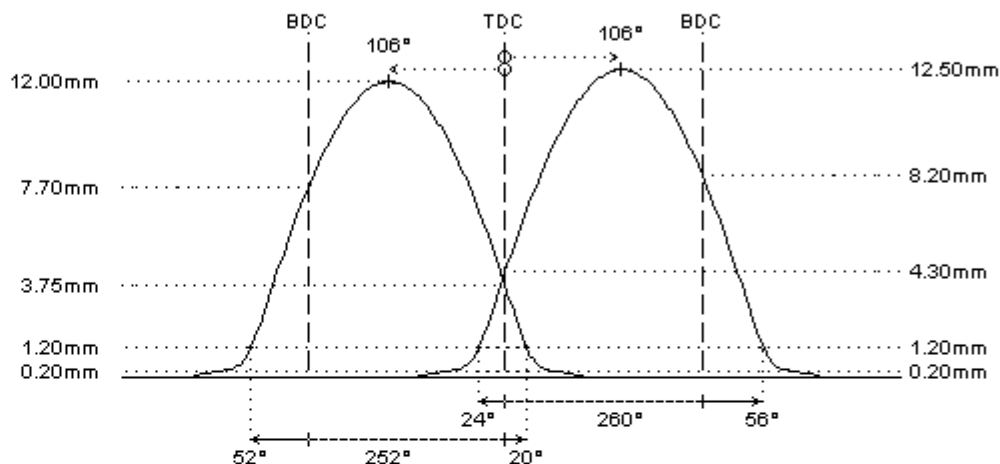
I-4cyl 1.8L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.30mm	3.75mm
parts setup:		
cam wheels :	:	:
follower	: CC005	: CC005
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: INFO	: INFO
lower retainer	: 99452/O	: 99452/O
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 41kg @ 34.5mm	: 41kg @ 34.5mm
max. load / lift	: 118kg @ 14.0mm	: 118kg @ 14.0mm

REMARKS :

- # for early engines with 7mm valves, please use upper retainer 99122/H
- # for late engines with 6mm valves, please use upper retainer 99491/S #
- please check your valve stem diameter before ordering valve spring kit!



REMARKS :

- # - steel billet camshafts
- gundrilled for weight reduction
- # 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
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors