

# 1301521

full race

Bmw M42

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



**intake**                      **exhaust**

**camshaft data:**

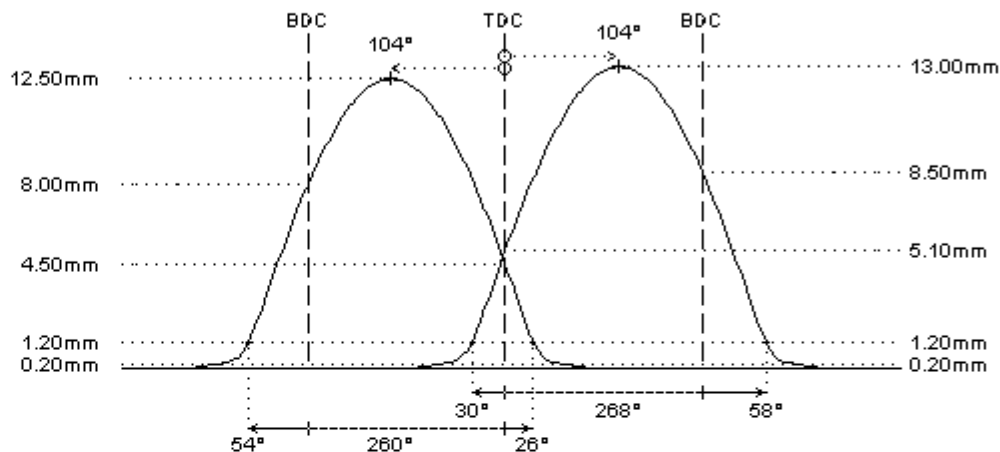
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 307°	298°
duration @ 1.0mm	: 268°	260°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 30° / 58°	54° / 26°
valve lift @ TDC	: 5.10mm	4.50mm

**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 carburetors