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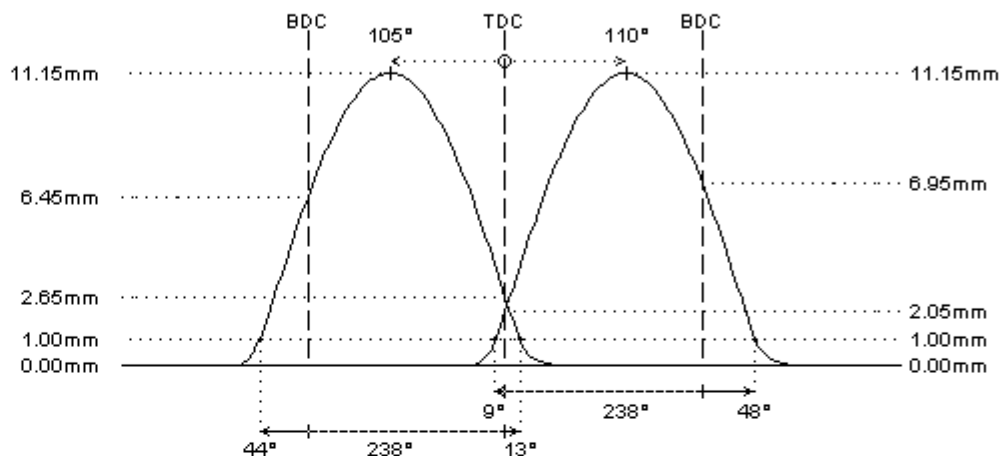
hot street - dirt track

Bmw M52 B20 150hp, vanos in
I-6cyl 2.0L 24v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 275°	275°
duration @ 1.0mm	: 237°	237°
valve lift	: 11.15mm	11.15mm
cam lift	:	
lobe angle	: 110°	105°
timing @ 1.0mm	: 9° / 48°	44° / 13°
valve lift @ TDC	: 2.05mm	2.65mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
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	: ✗ not available	: ✗ not available
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



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- # - cast iron camshafts
- available in steel billet (on request)
- # The VANOS (VVT) system on the intake camshaft changes the valve timing:
 - M52 /B20: from 110° to 85° (exhaust: 105° fix)
 - M52 /B25: from 110° to 85° (exhaust: 105° fix)
 - M52 /B28: from 115° to 90° (exhaust: 105° fix)The data are shown for full intake retard (disengaged VVT). Check distance between valves and piston to be 1mm at least with VVT engaged. Wrong installation will cause severe engine damage!
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # 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
- # Before camshaft installation: please remove the cam carriers and fit the new camshafts in the empty cam carriers to check interference with the cam lobes. Modify the cam carriers if required.
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

