1301161

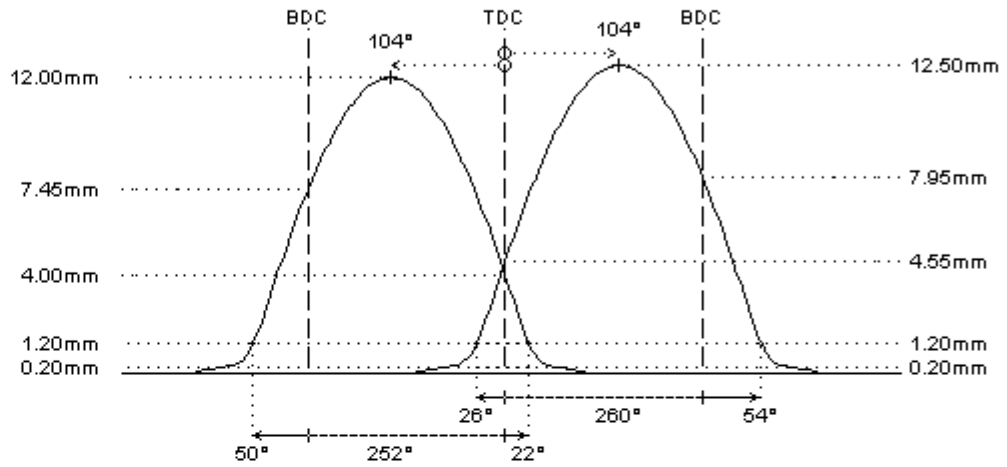
tarmac rally - race

Bmw M50 (25 6 S1) 192hp, non vanos

I-6cyl 2.5L 24v 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	: 104°	104°
timing @ 1.0mm	: 26° / 54°	50° / 22°
valve lift @ TDC	: 4.55mm	4.00mm
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	: 99322/s	: 99322/s
lower retainer	: not available	: not available
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 36kg @ 36.5mm	: 36kg @ 36.5mm
max. load / lift	: 110kg @ 14.0mm	: 110kg @ 14.0mm

REMARKS :



REMARKS :

\# - cast iron camshafts
- available in steel billet (on request)

\# - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !

\# FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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

\# if required, machine cylinder head and / or use solid shims to adjust spring load

\# 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 use in competition engines with independent engine management (throttle position sensor) or carburettors