

# 1303957

tarmac rally - race

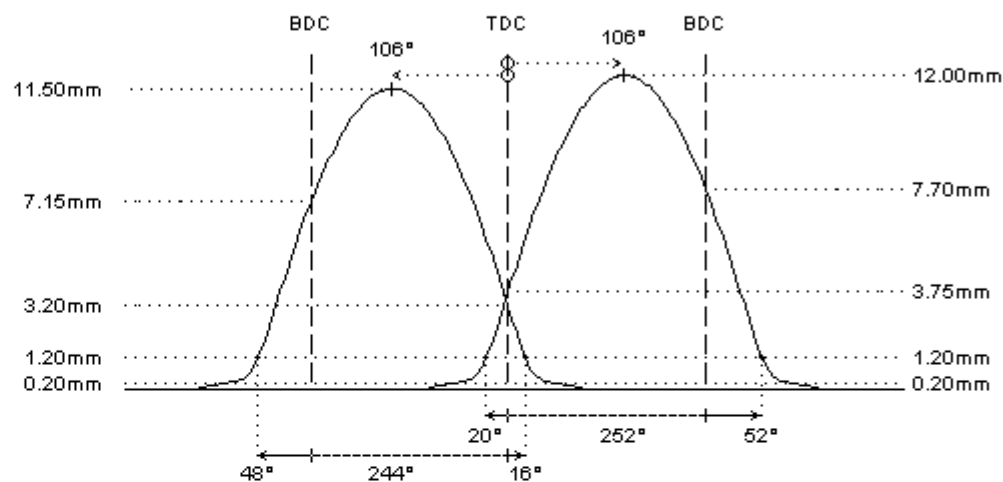
Bmw M50 (25 6 S2) 192hp, vanos in  
I-6cyl 2.5L 24v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	282°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 20° / 52°	48° / 16°
valve lift @ TDC	: 3.75mm	3.20mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CC005	:  CC005
valve lash	:  N/A	:  N/A
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 :

# valve spring kit can be developed on request



### 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 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
- # disable VANOS system
- # 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 carburetors