

# 1304402

turbo conversion

Bmw M52TU B28 193hp, vanos in+ex

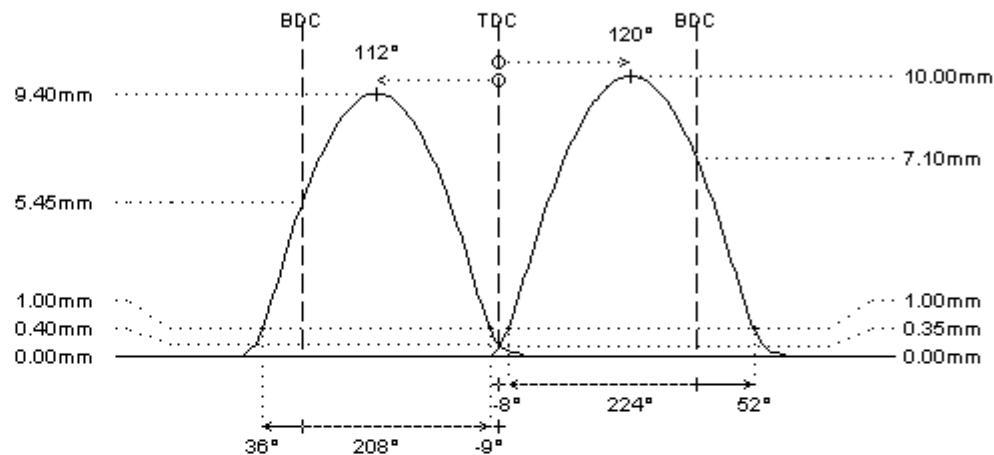
I-6cyl 2.8L 24v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 258°	247°
duration @ 1.0mm	: 224°	207°
valve lift	: 10.00mm	9.40mm
cam lift	:	
lobe angle	: 120°	112°
timing @ 1.0mm	: -8° / 52°	36° / -9°
valve lift @ TDC	: 0.35mm	0.40mm
<b>parts setup:</b>		
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

#### REMARKS :

# original valve spring info is not available



#### REMARKS :

- # - cast iron camshafts  
- available in steel billet (on request)
- # The VANOS (VVT) system on the intake camshaft changes the PD from 120° to 80°. The data are shown for full intake retard (disengaged VVT).  
The VANOS (VVT) system on the exhaust camshaft changes the PD from 112° to 87°. The data are shown for full exhaust advance (disengaged VVT).  
  
Check distance between valves and piston to be 1mm at least with VVT engaged. Wrong installation will cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)