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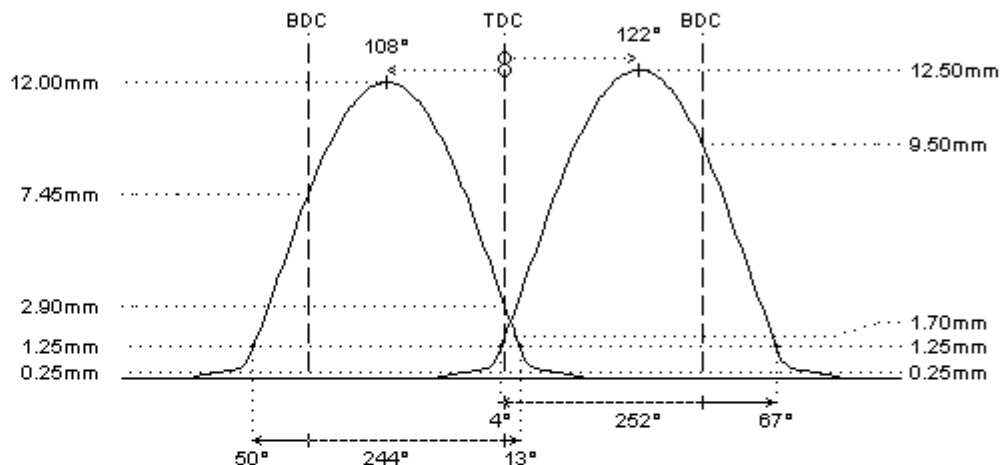
hot street - dirt track

Bmw S50 B30 286hp, vanos in
I-6cyl 3.0L 24v DOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	277°
duration @ 1.0mm	: 251°	243°
valve lift	: 12.50mm	12.00mm
cam lift	: 12.50mm	12.00mm
lobe angle	: 122°	108°
timing @ 1.0mm	: 4° / 67°	50° / 13°
valve lift @ TDC	: 1.70mm	2.90mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	: O.E.M.	: O.E.M.
fitted load / length	: 36kg @ 35.5mm	: 36kg @ 35.5mm
max. load / lift	: 94kg @ 12.0mm	: 94kg @ 12.0mm

REMARKS :



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- # camshafts for use with VVT on intake (like original)
- # The VANOS (VVT) system on the intake camshaft changes the valve timing:
 - S50 B30: from 122° to 80° (exhaust: 108° 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!
- # These cam profiles are adapted for O.E.M. mechanic tappets (37.5mm) with lash adjustment shim (33.0mm) between cam and follower ("shim over" type).
However, we advise to use race followers [ref. CC010] with lash adjustment shim between follower and valve ("shim under" type). This will eliminate the risk of shims being lifted from the cam follower. Also, the increased tappet surface will allow more performant cam profiles.
- # 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