

# 1301010

full race

Bmw S38 B39

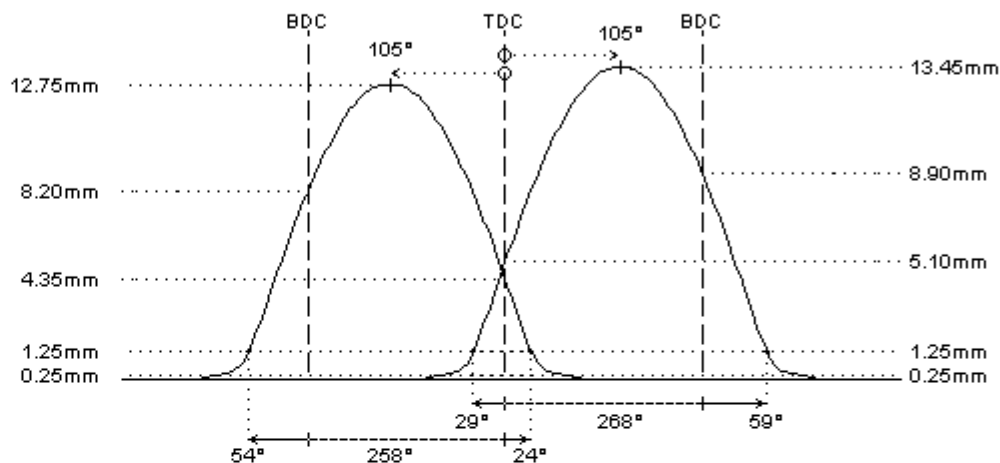
I-6cyl 3.8L 24v DOHC (DTs/DTs)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 303°	293°
duration @ 1.0mm	: 268°	258°
valve lift	: 13.45mm	12.75mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 29° / 59°	54° / 24°
valve lift @ TDC	: 5.10mm	4.35mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CC010	:  CC010
valve lash	:  TS102	:  TS102
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	:  PAC-E95009	:  PAC-E95009
interior spring	:  PAC-I95009	:  PAC-I95009
fitted load / length	: 37kg @ 35.5mm	: 37kg @ 35.5mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

### REMARKS :

# different valve spring setups have been used in the original engines:  
please double check the measurements and contact Catcams in case of  
doubt



### REMARKS :

- # these camshafts can also be used in M88 (3.4L) and S38B36 (3.6L) engines
- # 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
- # These profiles require race cam followers with shim between cam follower and valve (shim under follower). It is not possible to use these profiles on std cam followers with the shim between the follower and the cam (shim over follower).
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors