

1303559

turbo conversion

Bmw M60 B40 286hp

V-8cyl 4.0L 32v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

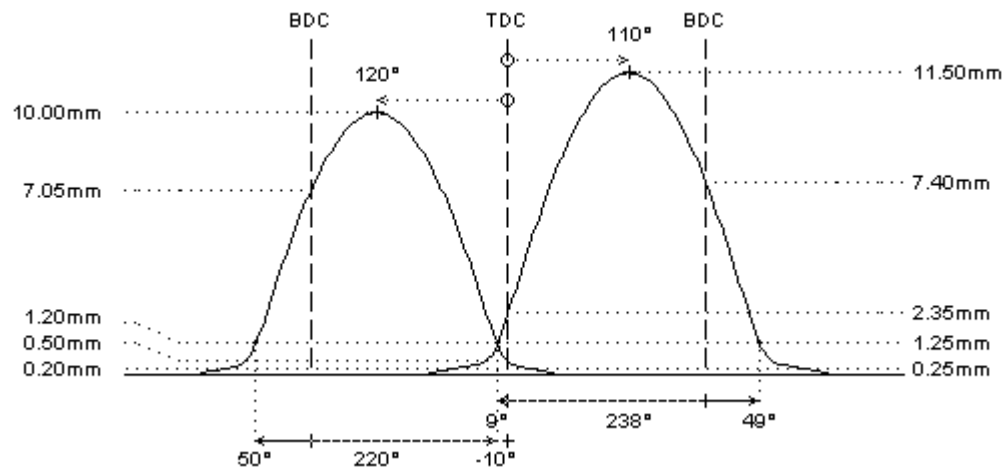
lash ramp	: 0.25mm	0.20mm
duration @ 0.1mm	: 284°	257°
duration @ 1.0mm	: 238°	220°
valve lift	: 11.50mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 9° / 49°	50° / -10°
valve lift @ TDC	: 2.35mm	0.50mm

parts setup:

cam wheels :	:	:
follower	: CC005	: CC005
valve lash	: TS101	: TS101
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	: not available	: not available
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009

fitted load / length	: 37kg @ 34.5mm	: 37kg @ 34.5mm
max. load / lift	: 111kg @ 13.5mm	: 111kg @ 13.5mm

REMARKS :



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- # These camshafts can also be used in M60 B30 (V8 3.0L 32v) engine
- # 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
- # valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according the application:
 - plates available in different diameters and thickness
 - cups for different valve stem diameters. these center on either tappet or valve stem
 - other specific shapes available on request
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)
- # machining of cylinder head required