

# 1301806

tarmac rally - race

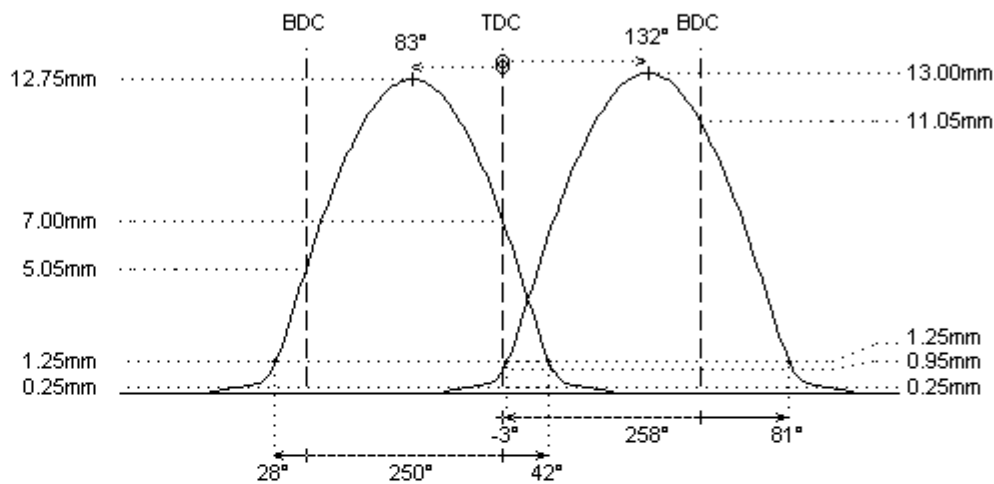
Bmw S54 B32 338hp, double vanos

I-6cyl 3.2L 24v DOHC (RP/RP)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 296°	288°
duration @ 1.0mm	: 258°	250°
valve lift	: 13.00mm	12.75mm
cam lift	: 11.95mm	12.75mm
lobe angle	: 132°	83°
timing @ 1.0mm	: -3° / 81°	28° / 42°
valve lift @ TDC	: 0.95mm	7.00mm
<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	: O.E.M.	: O.E.M.
fitted load / length	: 28kg @ 40.5mm	: 28kg @ 40.5mm
max. load / lift	: 85kg @ 13.0mm	: 85kg @ 13.0mm

REMARKS :



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- # available in cast iron or steel billet (on request)
- # The VANOS (VVT) system on the intake camshaft changes the PD from 132° to 72°. The data are shown for full intake retard (disengaged VVT).  
The VANOS (VVT) system on the exhaust camshaft changes the PD from 83° to 128°. The data are shown for full exhaust retard (disengaged VVT).
- # Check distance between valves and piston to be 1mm at least with VVT engaged. Wrong installation will cause severe engine damage!
- # stand alone ECU based on throttle position sensor advised
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration