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SCHLEICHER  
Fahrzeugteile

# PERFORMANCE CAMSHAFTS

02.11.2021

Thanks to our many years of experience and the careful attention paid to the respective valve train conditions, our PERFORMANCE CAMSHAFTS combine high power output with long service life.

Our camshafts are manufactured from new, unmachined parts. We employ particular care in ensuring faultless tempering and first-rate surface treatment.

### **Assembly information:**

It must be ensured during every camshaft installation that at maximum valve lift, there is still approx. 1-2 mm free lift available and that between the piston and the valve in the OT there is also still sufficient safety clearance.

Tappets and rockers should, where possible, be replaced when installing our camshafts, and under no circumstances may they display visible wear.

It is recommended to label the parts when disassembling the motor so that they can be re-installed in the same place.

With the exception of racing setups, the valve springs can generally be left in series because a low revolution increase is already made possible by the altered cam profile.

The valve clearance specified by the manufacturer of the engine should be used for normal driving.

The specified opening times are given as effective opening times without ramp-up time. In determining opening times, it must be ensured that for an OHC engine around the same valve intake diameter can be achieved with approx. 15° less opening time compared to a piston engine.

When installing a performance camshaft in a series engine, the appropriate tuning measures must be made at the same time. If possible, this should be carried out by a tuning company with experience of the respective engine. The desired engine performance is dependent on the quality of this work, and therefore we cannot provide any performance data for our camshafts.

**Warranty:**

Our camshafts come with a wear resistance warranty for 6 months after delivery.

In the event of damages we provide a replacement for the part supplied by us.

Further claims for subsequent damages are expressly excluded.

**Our prices:** are ex works prices, not including packaging and VAT.

In the event of interest in camshafts that are not shown here, please contact us.

Price lists are valid for delivery as of **2nd of November 2021**



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## **Notes on measuring the opening times of camshafts in engines, especially for engines with piston, rocker arm or cam-follower valve trains**

Many influencing factors can severely affect the measurement result,

- above all the elasticity of the valve train,
- the accuracy of the measuring device,
- the bearing clearance of the camshafts and rocker arm shafts,
- possibly the sinking in of hydraulic elements and
- the precision during the measurement.

The opening times we specify are theoretical opening times at the end of the ramp-up time and at the beginning of the ramp-down time (beginning and end of the actual cam lobe).

The valve movement, based on 1° revolution of the crankshaft, is partially extremely small (e.g. 0.007 mm), whereby the aforementioned influences on measurement can lead to rather considerable, apparent deviations from the opening times we specify. Furthermore, the assembly of the drivetrain (chain wheel etc.) and the camshaft drivetrain itself (elasticity etc.) can lead to further angular deviations.

Our suggestion for a reasonably reliable measurement is as follows:

pretension of all valves equally approx. 0.5 - 1 mm (on valve clearance setting, on each base circle).

Then measure the opening times on a particular additional valve lift, e.g. 0.5 or 1 mm.

Due to the fact that the opening times, as shown, also depend on the assembly and settings of the camshaft, the opening times specified by us can only be partially related to the position of the cams, but not to the overall position in the motor. Careful assembly of the camshaft must therefore always include test and adjustment work.

**Please follow our assembly instructions in the performance camshaft catalogue!**

Whether a camshaft/cam profile is more or less of a strain on the valve train can only be determined with an exact analysis and comparison of the cam profiles.

However, in general (exceptions possible) it can be said that racing camshafts do not create greater strain on the valve train, so long as the engine revolution speeds are not considerably increased at the same time.

During assembly, the clearance to the piston and the valve spring must be checked for blocks.

A check to see if the valve spring is sufficient must be carried out in the event of an engine revolution speed increase.

Due to the fact that tuned engines are more stressed than series engines, a shorter service life, greater wear and earlier malfunction of engine parts must be expected. Engine damage can also occur in non-tuned engines, especially if they are constantly put under a lot of strain.

According to the statistics for component failure frequency (Wöhler curve etc.), after a certain age the likelihood of malfunction increases constantly. This is generally true for everything, from a bicycle to nuclear power plant.

Whether a camshaft is responsible for engine damage can therefore generally only be determined by statistical inspections and not on an individual case basis.

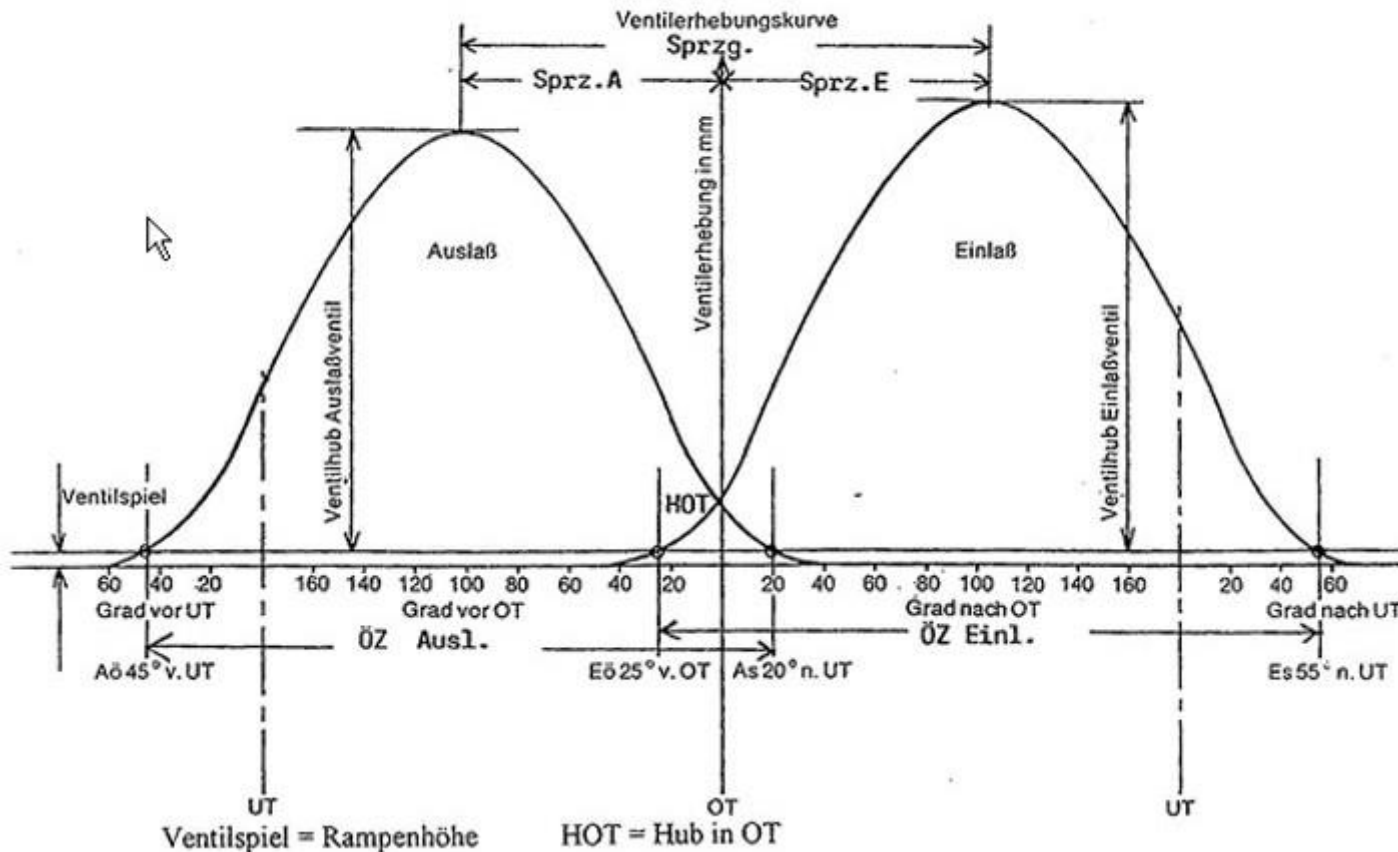
It must be checked whether the customer condoned this shortened service life in order to benefit from the increased performance.

In the event that a customer does nevertheless claim for damages, it remains to be checked whether they did everything within their power to minimize this damage.

For the aforementioned reasons, and because we are rarely exactly aware of the assembly conditions and use, we only grant a 6 month warranty on the replacement of camshafts in the event of a production or material failure.

Liability for further damages is, however, insofar as legally permissible, not accepted.

## Information on catalogue:



### Auslaßöffnungszeit:

$$\text{ÖZ Ausl.} = Aö \text{ v. UT} + 180^\circ + As \text{ n. OT}$$

Beispiel:  $45^\circ + 180^\circ + 20^\circ = 245^\circ$  (Kurbelwinkel)

### Einlaßöffnungszeit:

$$\text{ÖZ Einl.} = Eö \text{ v. OT} + 180^\circ + Es \text{ n. UT}$$

Beispiel:  $25^\circ + 180^\circ + 55^\circ = 260^\circ$  (Kurbelwinkel)

### Spreizung Auslaß:

$$\text{Sprzg. Ausl.} = \text{ÖZ Ausl.} / 2 \text{ minus } As \text{ n. OT}$$

Beispiel:  $\text{Sprzg. A} = 245^\circ / 2 - 20^\circ = 102,5^\circ$  (Kurbelwinkel)

### Spreizung Einlaß:

$$\text{Sprzg. Einl.} = \text{ÖZ Einl.} / 2 \text{ minus } Eö \text{ v. OT}$$

Beispiel:  $\text{Sprzg. E} = 260^\circ / 2 - 25^\circ = 105^\circ$  (Kurbelwinkel)

### Spreizung:

$$\text{Sprz} = (\text{Sprzg. Ausl.} + \text{Sprzg. Einl.}) / 2$$

Beispiel:  $(102,5^\circ + 105^\circ) / 2 = 103,75^\circ$  (Nockenwinkel)



Deutsche Version:

**OEZ:** Dauer der Ventilhebung, Grad Kurbelwelle

**Spr:** Distanz der Nockenmittelachsen, Grad Nockenwelle

**Ventiltakt:**

**AO:** Auslaß öffnet, Grad Kurbelwelle vor UT

**AS:** Auslaß schließt, Grad Kurbelwelle nach OT

**EO:** Einlass öffnet, Grad Kurbelwelle vor OT

**ES:** Einlass schließt, Grad Kurbelwelle nach UT

**NV:** N bedeutet: folgende Information bezieht sich auf den Nockenhub

V bedeutet: folgende Information bezieht sich auf den Ventilhub

**Hub:** Nockenhub oder Ventilhub, mm

**MH:** M bedeutet: mechanischer Ventilspielausgleich

H bedeutet: hydraulischer Ventilspielausgleich

**HoT:** Nockenhub oder Ventilhub in OT, mm

**Gkd:** Durchmesser des Grundkreises, mm

**UT:** unterer Kolbentotpunkt

**OT:** oberer Kolbentotpunkt

**A =** Auslaß

**E =** Einlaß

English version:

**Oez:** duration of valvelift, degree crankshaft

**Spr:** distance lobe centerline, degree camshaft

**Valve time:**

**AO:** exhaust opens, degree crankshaft before BDC

**AS:** exhaust closes, degree crankshaft after TDC

**EO:** inlet opens, degree crankshaft before TDC

**ES:** inlet closes, degree crankshaft after BDC

**NV:** N means: following information is for cam lift  
V means: following information is for valve lift

**Hub:** camlift or valvelift, mm

**MH:** M means: for mechanical valve clearance  
H means: for hydraulic valve clearance

**HoT:** camlift or valvelift at TDC, mm

**Gkd:** diameter of base circle, mm

**A =** Exhaust

**E =** Intake



Italiano:

**Oez:** tempo apertura albero motore

**Spr:** gradi distensione albero a gamme

**AO:** scarico apre prime del punto morto inferiore

**AS:** scarico chiude dopo del punto morto superiore

**EO:** aspirazione apre prima del punto morto superiore

**ES:** aspirazione chiude dopo del punto morto inferiore

**NV:** significa: seguenti dati sono rilevanti per la corsa della gamma

### Appure della valvola

**Hub:** altezza gamma

**MH:** registrazione valvole meccanico  
I  
Registrazione valvole idraulico

**HoT:** corsa in punto morto superiore (albero a gamme)

**Gkd:** circonferenza diametro

**A** = scarico

**E** = aspirazione



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CARS

item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 1 based on Type
<b>ALFA-ROMEO DOHC 1,6 - 2,0 ltr.</b>													
1357		280	105	65	35	35	65 N	10,80 M		3,3	310,45		Ro 225
1361		320	105	85	55	55	85 N	11,70 M		5,4	373,00		Ro 416
<b>AUDI 5-Zyl.</b>													
1158		280	112	72	28	28	72 N	11,20 H		1,7	200,00	for hydr.valve lifter	Ro 300.12
1373		278	113	72	26	26	72 N	11,20 H		1,3	200,00	for hydr.valve lifter	Ro 511.13D
<b>AUDI 50/POLO Cam follower</b>													
1086		280	112	72	28	28	72 V	10,35 M		1,6	200,00	valve lift at TDC ~1.6 mm	Ro 537.12
<b>AUDI 80/GOLF/SCIROCCO/PASSAT</b>													
1376		268	110	64	24	24	64 N	11,30 H		1,4	281,60	hydraulic valve lifter	Ro 820.10
1106		296	103	71	45	45	71 N	11,58 M		4,3	200,00	spec. for GTI	Ro 251.3
1103		300	104	74	46	46	74 N	11,75 M		4,4	200,00		Ro 263.4
1096		280	112	72	28	28	72 N	11,20 H		1,7	379,70	for hydr.valve lifter	Ro 300.12

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 2 based on Type
<b>VW GOLF/PASSAT 16V</b>														
1126	E	264	111	63	21	21	63 N		10,90 H		1,5	282,65	hydraulic valve lifter	Ro 365
1147	A	270	113	68	22	22	68 N		10,96 H		1,1	388,10	hydraulic valve lifter	Ro 766
1148	E	270	106	61	29	29	61 N		10,96 H		2,2	388,10	group N - qualified	Ro 766
1122	E	272	113	69	23	23	69 N		10,50 H		1,5	388,10	group N - qualified	Ro 302
1121	A	272	113	69	23	23	69 N		10,50 H		1,5	388,10	hydraulic valve lifter	Ro 302
1119	E	280	111	71	29	29	71 N		11,20 H		2,1	388,10	hydraulic valve lifter	Ro 300
1120	A	280	111	71	29	29	71 N		11,20 H		2,1	388,10	hydraulic valve lifter	Ro 300
1115	A	280	110	70	30	30	70 N		11,20 M		2,5	388,10	base circle 36 mm	Ro 241.5
1116	E	280	110	70	30	30	70 N		11,20 M		2,5	388,10	base circle 36 mm	Ro 241.5
1156	E	284	100	62	42	42	62 N		12,20 M		4,0	388,10	base circle 35 mm	Ro 799
1155	A	284	110	72	32	32	72 N		12,20 M		2,6	388,10	base circle 35 mm	Ro 799
1118	E	296	100	68	48	48	68 N		11,58 M		4,7	388,10	base circle 35 mm	Ro 251
1117	A	296	100	68	48	48	68 N		11,58 M		3,5	388,10	base circle 35 mm	Ro 251
1127	A	304	105	77	47	47	77 N		11,85 M		4,62	388,10	Gkd. 34 mm	Ro 474
1130	E	312	105	81	51	51	81 N		12,15 M		5,1	388,10	base circle 34 mm	Ro 475
1133	A	300	105	75	45	45	75 N		13,35 M		4,44	565,80	Gkd. 34 mm	Ro 647
1134	E	300	105	75	45	45	75 N		13,35 M		4,44	565,80	Gkd. 34 mm	Ro 647
<b>VW GOLF/PASSAT VR6</b>														
1383	K	274	115	72	22	22	72 N		11,55 H		1,3	386,90	short camshaft	Ro 867
1385	L	274	115	72	22	22	72 N		11,55 H		1,3	386,90	long camshaft	Ro 867

item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 3 based on Type
<b>BMW 315</b>													
1389		296	110	78	38	38	78 N	5,50 M		1,2	507,80		KA 850
<b>BMW 328</b>													
1316		296	110	78	38	38	78 N	5,50 M		1,2	544,60		KA 850
13288A		320	110	90	50	50	90 N	5,80 M		1,7	544,50		RS
<b>BMW M3 / 4-CYL. (E30)</b>													
5836		280	106	66	34	34	66 N	11,00 M		2,9	394,40	base circle 33,4 mm	Ro 306
7537		284	106	68	36	36	68 N	11,20 M		3,5	394,40	base circle 31,4 mm	Ro 422
1341		284	106	68	36	36	68 N	11,20 M		3,5	394,40	base circle 33,4 mm	Ro 422
7837		292	106	72	40	40	72 N	12,25 M		3,8	394,40	base circle 31,4 mm	Ro 452
5835		296	106	74	42	42	74 N	11,58 M		4,0	394,40	base circle 31,4 mm	Ro 251
19463D		300	106	76	44	44	76 N	12,70 M		4,4	312,20	base circle 31,4 mm	Ro 1007
13291A		312	106	82	50	50	82 N	12,40 M		5,4	394,40	base circle 31,4 mm	Ro 305
7838		316	106	84	52	52	84 N	12,75 M		5,3	394,40	base circle 31,4 mm	Ro 445

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 4 based on Type
<b>BMW M3/S50 / S 52</b>														
1345	E	284	106	68	36	36	68 V		11,85	M	3,3	423,75	ex relief valve!	Ro 528
1344	A	284	112	74	30	30	74 V		11,85	M	2,6	423,75	only for 3,0 l	Ro 528
<b>BMW M3/S54</b>														
12962A	A	288	106	70	38	38	70 V		12,65	M	6,8	583,50	ex relief valve	Ro 889
12964A	E	296	106	74	42	42	74 V		13,00	M	8,9	583,50	ex relief valve	Ro 1023
12961A	A	304	106	78	46	46	78 V		13,30	M	7,8	583,50	ex relief valve	Ro 890
<b>BMW M42</b>														
1304	E	256	106	54	22	22	54 N		10,40	H	1,3	378,95		Ro 356
1303	A	256	106	54	22	22	54 N		10,40	H	1,3	378,95		Ro 356
<b>BMW M43 4-cyl.</b>														
1302		272	115	71	21	21	71 V		11,60	H	1,3	430,25		Ro 597/8.15
<b>BMW M44</b>														
1309	A	272	113	69	23	23	69 V		10,50	H	0,8	367,65	Exhaust	Ro 668
1310	E	272	106	62	30	30	62 V		10,50	H	1,5	367,65	Intake	Ro 669
1314	A	276	113	71	25	25	71 V		10,70	H	1,0	367,65	Exhaust	Ro 741



item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 5 based on Type
<b>BMW M50 6-cyl. Intake</b>													
1325	E	252	100	46	26	26	46 N	9,90 H	2,1		428,70	(no Vanos)	Ro 373.0
1335	E	262	102	53	29	29	53 V	9,80 H	1,8		469,60	group-N qualified	Ro 539
<b>BMW M50/M52 6-cyl. Exhaust</b>													
1365	A	244	112	54	10	10	54 N	9,70 H	0,4		428,70		Ro 812.12
1326	A	244	106	48	16	16	48 N	9,40 H	0,6		428,70		Ro 560.6
<b>BMW M50/M52 6-cyl. Vanos Intake</b>													
1329	E	252	116	62	10	10	62 N	9,70 H	0,2		469,60		Ro 562.16
1330	E	256	114	62	14	14	62 N	9,85 H	0,4		469,60		Ro 563.14
<b>BMW M52TU/M54 6-cyl. Double-Vanos Exhaust</b>													
8340	A	252	105	51	21	21	51 N	9,70 H	1,1		469,60		Ro 562.5
<b>BMW M52TU/M54 6-cyl. Double-Vanos Intake</b>													
13276A	E	252	116	62	10	10	62 N	10,25 H	0,2		469,60		Ro 797.16
5837	E	256	114	62	14	14	62 N	9,85 H	0,4		469,60		Ro 563.14
5998	E	260	124	74	6	6	74 N	10,30 H	0,1		469,60		Ro 813.24

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 6 based on Type
<b>BMW M88</b>														
1336		284	106	68	36	36	68 N		11,20 M		3,5	469,60	diameter 33,4 mm	Ro 422
13608A		284	106	68	36	36	68 N		11,20 M		3,5	469,60	diameter 31,4 mm	Ro 422
1337		296	106	74	42	42	74 N		11,58 M		4,0	469,60		Ro 251
<b>BMW large 6-cyl. 2V (M30)</b>														
1322		288	112	76	32	32	76 V		10,60 M		2,1	374,95	Motronic as at year 1983	Ro 231.12
<b>BMW short 6-cyl. 2V (M20)</b>														
1319		270	112	67	23	23	67 V		11,10 M		1,4	374,95		Ro 282.12
1318		274	112	69	25	25	69 V		11,10 M		1,7	374,95		Ro 260.12
<b>NSU TT/TTS</b>														
1366		304	100	72	52	52	72 V		9,85 M		3,4		sale and distribution by	Ro 811.0
1355		336	102	90	66	66	90 V		10,70 M		4,5		<a href="http://www.saelzer-motorsport.de">www.saelzer-motorsport.de</a>	Ro 218.2

item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 7 based on Type
<b>OPEL 4-Zyl. 16V XEH</b>													
1174	E	260	110	60	20	20	60 N	9,67 H	0,9		339,40	group N Intake	Ro 379
1166	E	280	110	70	30	30	70 N	11,2 M	2,5		339,40	smaller base circle dia.mech.plunger	Ro 241
5848	E	280	110	70	30	30	70 N	11,2 H	2,0		339,40	Intake	Ro 300
<b>OPEL 4-Zyl. 16V XEV</b>													
1521		272	110	66	26	26	66 N	10,75 H	1,6		307,80	OPC group N	Ro 895
<b>OPEL CIH-Motor</b>													
1160		308	109	83	45	45	83 N	7,1 M	1,6		103,00	4 camps, incl.camps for 3	Ro 177
<b>Porsche 356/912</b>													
18		316	105	83	53	53	83 N	8,5 M	2,6		376,90	without camshaft gear	Ro 200.5
1199		324	106	88	56	56	88 N	9,4 M	3,1		376,90	without camshaft gear,small diameter	Ro 209.6

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 8 based on Type
<b>VW 1302 S (Type 1, Formel V)</b>														
1070												24,35	chilled iron tappet 78 gr.	Stößel I
1065		296	107	75	41	41	75 N		9,00 M		2	393,90		Ro 248.7
1062		308	107	81	47	47	81 N		8,45 M		2,1	393,90		Ro 158.7
1063		316	105	83	53	53	83 N		8,50 M		2,6	393,90		Ro 200.5
1064		324	106	88	56	56	88 N		9,40 M		3,1	393,90		Ro 209.6
6554		330	103	88	62	62	88 N		9,50 M		4,1	393,90		Ro 213.3
1072		332	103	89	63	63	89 N		10,26 M		4,5	393,90		Ro 239.3
1073		332	98	84	68	68	84 N		10,26 M		5,1	393,90		Ro 239.98
6555		280	108	68	32	32	68 N		8,81 M		1,5	393,90		Ro 946.8
<b>VW 411 (Typ 4, Super V, etc.)</b>														
1083												32,00	chilled iron tappet 97 gr.	Stößel I
1082		276	108	66	30	30	66 N		7,85 M		1,3	397,40	VW does not use ram	Ro 652/3.8
1076		296	107	75	41	41	75 N		8,35 M		1,9	397,40	VW does not use ram	Ro 276.7
1074		316	105	83	53	53	83 N		8,50 M		2,6	397,40	VW does not use ram	Ro 200.5
1075		324	106	88	56	56	88 N		9,40 M		3,1	397,40	VW does not use ram	Ro 209.6
1077		324	102	84	60	60	84 N		9,40 M		3,5	397,40	VW does not use ram	Ro 209.2
1078		332	103	89	63	63	89 N		10,26 M		4,5	397,40	VW does not use ram	Ro 239.3
1079		332	103	89	63	63	89 N		9,50 M		4,1	397,40	VW does not use ram	Ro 213.3
1081		340	103	93	67	67	93 N		10,50 M		5,0	397,40	VW does not use ram	Ro 620.3

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 9 based on Type
<b>VW POLO 1300 tappet</b>														
1085		264	113	65	19	19	65 N		10,15 H		0,9	169,70	without eccentric and for G40	Ro 565.13
1090		280	110	70	30	30	70 N		11,20 M		2,5	339,40	Base circle, mech.punger	Ro 241.10
1089		300	107	77	43	43	77 N		11,75 M		4,1	339,40	Base circle, mech.punger	Ro 263.7
1092		328	104	88	60	60	88 N		12,65 M		6,2	339,40	Base circle, mech.punger	Ro 383.4
<b>VW POLO 16V tappet</b>														
5857	E	260	110	60	20	20	60 N		8,67 H		0,6	325,30	Intake	Ro 765
1094	A	260	110	60	20	20	60 N		8,67 H		0,6	325,30	Exhaust	Ro 765
<b>VW Wasserboxer</b>														
1069		292	107	73	39	39	73 N		8,50 H		1,7	393,90	for hydr.serial chilled iron tapp.	Ro 667.7



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MOTORCYCLE



item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 10 based on Type
<b>BMW 700</b>														
8139		300	105	75	45	45	75	N	6,70	M	2,0	232,20		Ro 888
8140		344	105	97	67	67	97	N	7,00	M	2,7	232,20	only racing camshaft	Ro 160
<b>BMW K100</b>														
1268	E	308	106	80	48	48	80	N	10,45	M	3,6	293,25	Intake	KA 455
1267	A	308	106	80	48	48	80	N	10,45	M	3,6	293,25	Exhaust	KA 455
<b>BMW R100 for backwards cylinder head</b>														
8160		320	106	86	54	54	86	N	7,18	M	2,7	421,40		Ro 240.HU
<b>BMW R100 for ignitor with groove</b>														
1290		296	107	75	41	41	75	N	7,30	M	2,1	271,75	Enduro-camshaft	Ro 267.7
1292		312	110	86	46	46	86	N	6,41	M	2,0	271,75	f. Krauser 4-Ventil-head	Ro 320.10
1287		320	106	86	54	54	86	N	7,18	M	2,7	271,75		Ro 240.6
1291		324	106	88	56	56	88	N	7,70	M	3,1	271,75		Ro 270.6
1288		332	100	86	66	66	86	N	7,68	M	3,7	271,75		KA 508
1295		340	104	94	66	66	94	N	8,87	M	4,1	271,75		Ro 227.4
1289		344	105	97	67	67	97	N	7,86	M	3,6	271,75		Ro 214.5
17327D		336	110	104	52	64	92	N	8,60	M	3,6	327,20		Ro 1145.10
<b>BMW R1100 RS/GS</b>														
1299		304	108	80	44	44	80	N	8,75	M	2,5	175,75		Ro 591.8
6852		308	106	80	48	48	80	N	9,35	M	3,4	175,75	Ausl. OEZ 300°, Hub 9,15 mm	Ro910/909.6
1300		316	108	86	50	50	86	N	9,10	M	3,0	175,75		Ro 592.8

item-no.	EA	OEZ	Spr	AO	AS	EO	ES	NV	Hub	MH	HoT	price €	comment	sheet 11 based on Type
<b>BMW R75/5 and R100 with interruption pivot</b>														
1282		312	110	86	46	46	86 N		6,41 M		2,0	287,40	with great oil seal ring seat	Ro 320.10
1276		320	106	86	54	54	86 N		7,18 M		2,7	287,40	with great oil seal ring seat	Ro 240.6
1281		324	106	88	56	56	88 N		7,70 M		3,1	287,40	with great oil seal ring seat	Ro 270.6
1279		332	100	86	66	66	86 N		7,68 M		3,7	287,40	with short oil seal ring seat	KA 508
1278		332	100	86	66	66	86 N		7,68 M		3,7	287,40	with great oil seal ring seat	KA 508
1280		344	105	97	67	67	97 N		7,86 M		3,6	287,40	with great oil seal ring seat	Ro 214.5
<b>BMW R45/65</b>														
1270		320	106	86	54	54	86 N		7,18 M		2,7	256,20		Ro 240.6
1275		324	106	88	56	56	88 N		7,70 M		3,1	256,20		Ro 270.6
1271		332	100	86	66	66	86 N		7,68 M		3,7	256,20		KA 508
1273		340	104	94	66	66	94 N		8,87 M		4,1	256,20		Ro 227.4
1272		344	100	92	72	72	92 N		7,86 M		4,0	256,20		Ro 214.0
1274		344	105	97	67	67	97 N		7,86 M		3,6	256,20		Ro 214.5
<b>BMW R24/R25/R26</b>														
13285A		300	110	80	40	40	80 N		6,00 M		1,2	201,80	serial spare part	KA 514
13277A		316	105	83	53	53	83 N		5,80 M		2,0	254,85		RS 1.5
8188		328	105	89	59	59	89 N		6,70 M		2,2	254,85		Ro 113.5

item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 12 based on Type
<b>BMW R 27</b>													
1259		300	110	80	40	40	80 N	6,00 M		1,2	221,30	serial spare part	KA 514
13286A		328	105	89	59	59	89 N	6,70 M		2,2	262,80		Ro 113
<b>BMW R5 / R51 / R51/2 (helical gear 4-gear, chain valve drive)</b>													
1264											149,35	set tappet, only R5/R51	Stößel
1251		300	110	80	40	40	80 N	6,00 M		1,2	245,70	with gear, serial	KA 514.10
1252		300	110	80	40	40	80 N	6,00 M		1,2	211,40	without gear, serial	KA 514.10
6132		332	105	91	61	61	91 N	7,60 M		3,3	245,70	with gear	KA 508.5
6133		332	105	91	61	61	91 N	7,60 M		3,3	211,40	without gear, att.casing	KA 508.5
1388		344	105	97	67	67	97 N	7,00 M		2,7	245,70	with gear, race camshaft	Ro 160
1387		344	105	97	67	67	97 N	7,00 M		2,7	211,40	without gear, race camshaft	Ro 160
15942D		328	105	89	59	59	89 N	6,70 M		2,2	245,70	with gear	Ro 113.5
15943D		328	105	89	59	59	89 N	6,70 M		2,2	211,40	without gear	Ro 113.5
<b>BMW R50S / R69S / R50/2 and R60/2 and R51/3</b>													
1246		300	110	80	40	40	80 N	6,00 M		1,2	201,80	serial R50/2 and R60/2	KA 514.10
1244		320	110	90	50	50	90 N	5,80 M		1,7	201,80	serial for R50S u. R69S	RS
1242		328	105	89	59	59	89 N	6,70 M		2,2	201,80		Ro 113
1245		332	105	91	61	61	91 N	7,68 M		3,3	201,80	sports	KA 508.5
5840		344	105	97	67	67	97 N	7,00 M		2,7	201,80		Ro 160.5

item-no.	EA	OEZ	Spr	AO	AS	EO	ES NV	Hub	MH	HoT	price €	comment	sheet 13 based on Type
<b>BMW R12/R17</b>													
1257		328	110	94	54	54	94 N	5,67 M		1,4	386,55		KA854
<b>BMW R62</b>													
1261		232	107	67	33	33	67 N	6,50 M		0,3	400,30		KA 793
<b>BMW R66</b>													
1253		300	110	80	40	40	80 N	6,00 M		1,2	442,30	with gearing	KA 514
<b>BMW R68/R69 (long camshaft)</b>													
1255		320	110	90	50	50	90 N	5,80 M		1,7	195,95	serial	RS
13101A		328	100	84	64	64	84 N	6,70 M		2,55	223,95		Ro 113.0
1256		344	105	97	67	67	97 N	7,00 M		2,7	223,95		Ro 160
<b>BMW R75 Army motorcycle</b>													
1285		280	110	70	30	30	70 N	6,00 M		0,7	195,95	serial	KA 745
1284		300	110	80	40	40	80 N	6,00 M		1,2	195,95	sports construction	KA 514
20912D		344	105	97	67	67	97 N	7,00 M		2,7	195,95		Ro 160.5
<b>BMW R57/R63</b>													
1260		280	110	70	30	30	70 N	5,30 M		1,1	400,30		KA853



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