

1002138

turbo conversion

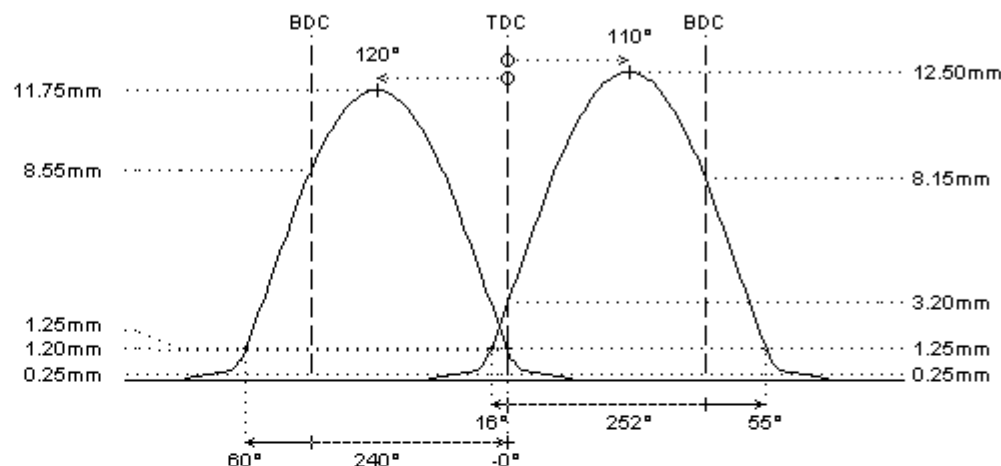
Audi 13 / 17 teeth distributor

I-5cyl 2.1L 10v SOHC (DTs/DTs)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	274°
duration @ 1.0mm	: 251°	240°
valve lift	: 12.50mm	11.75mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 16° / 55°	60° / -0°
valve lift @ TDC	: 3.20mm	1.20mm
parts setup:		
cam wheels :	:	:
follower	: CC007	: CC007
valve lash	: TS103	: TS103
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99314	: 99314
lower retainer	: not available	: not available
exterior spring	: PAC-E99859	: PAC-E99859
interior spring	: PAC-I99859	: PAC-I99859
fitted load / length	: 36kg @ 35.0mm	: 36kg @ 35.0mm
max. load / lift	: 112kg @ 14.0mm	: 112kg @ 14.0mm

REMARKS :



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IMPORTANT:

In the first generation mechanical 5cylinder 2 valve engines, two different distributor types have been used. Even if the distributor drive is not used, **the cams are not interchangeable**. Please carefully read notes below to recognise which type of camshafts you have.

- **10020xx**: the oldest type has a **13 teeth distributor** drive gear. It is fitted at the end of the camshaft with a press fitting at 21mm distance from the thrustwasher (also last bearing).
- **10021xx**: the most recent type has a **17 teeth distributor** drive gear, which is also press fitted at the end of the camshafts, but directly against the thrustwasher (also last bearing).

Please indicate the type of intake camshaft you need when ordering and use the correct partnumber digits, corresponding with the correct type of camshaft. All camshafts are steel billet.

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

ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

for TURBO conversion (atmospheric to turbo)

