

# 1002447

hot street - dirt track

Audi NM atmospheric

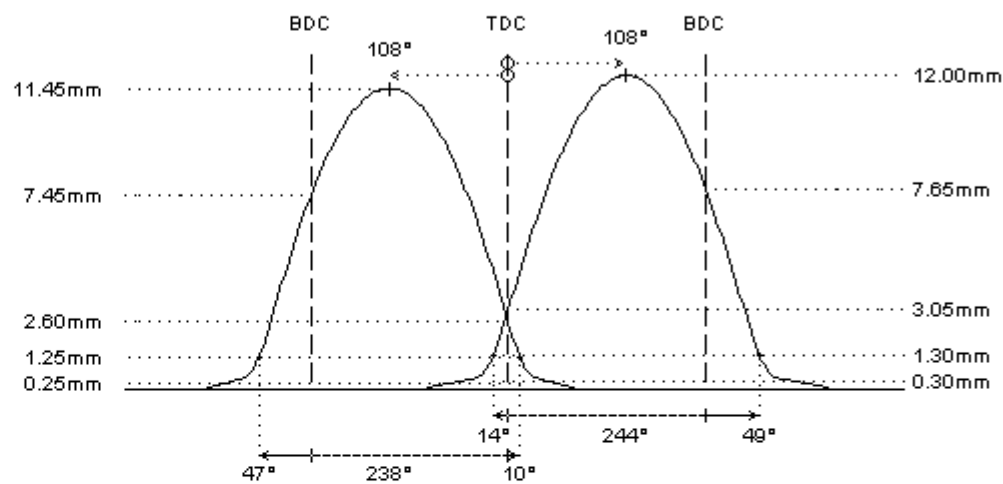
I-5cyl 2.0L 20v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.30mm	0.25mm
duration @ 0.1mm	: 279°	279°
duration @ 1.0mm	: 243°	237°
valve lift	: 12.00mm	11.45mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 14° / 49°	47° / 10°
valve lift @ TDC	: 3.05mm	2.60mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CC005	:  CC005
valve lash	:  TS102	:  TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	:  99370	:  99370
lower retainer	:  not available	:  not available
exterior spring	:  PAC-E15009	:  PAC-E15009
interior spring	:  PAC-I15009	:  PAC-I15009
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 111kg @ 14.0mm	: 111kg @ 14.0mm

### REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # if required, machine cylinder head and / or use solid shims to adjust spring load



### REMARKS :

- # - steel billet camshafts
- supplied with **adjustable chain sprockets** to optimize intake cam timing
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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 use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for ATMO engines