1003661

hot street - dirt track

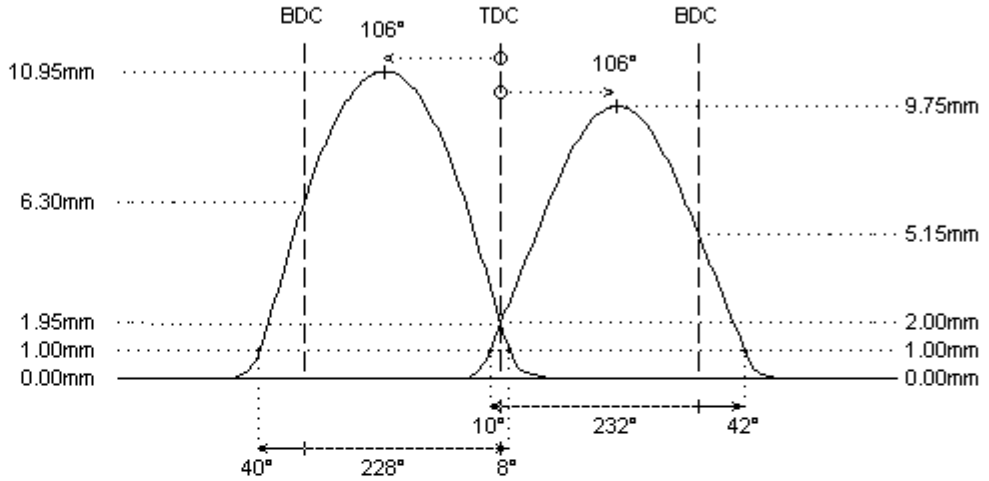
Audi ADR atmo engines

I-4cyl 1.8L 20v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 264°	268°
duration @ 1.0mm	: 232°	228°
valve lift	: 9.75mm	10.95mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 10° / 42°	40° / 8°
valve lift @ TDC	: 2.00mm	1.95mm
parts setup:		
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	: **PAC-S90013**	: **PAC-E92009**
interior spring		: **PAC-I92009**
fitted load / length	: 23kg @ 34.6mm	: 34kg @ 33.1mm
max. load / lift	: 68kg @ 12.0mm	: 96kg @ 12.5mm

REMARKS :

check distance between valve seal and retainer to be at least 0.6mm at full lift



REMARKS :

- steel billet camshafts
- supplied with **adjustable chain sprockets** to optimize intake cam timing

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
- The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
- We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)

lock or limit range of VANOS system

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