

1003664

tarmac rally - race

Audi AEB, AWT turbo engines

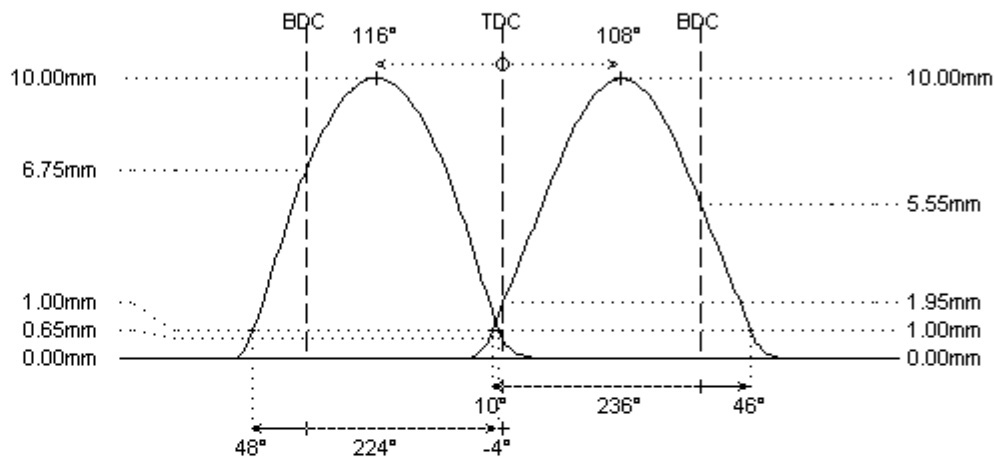
I-4cyl 1.8L 20v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 268°	258°
duration @ 1.0mm	: 236°	224°
valve lift	: 10.00mm	10.00mm
cam lift	:	
lobe angle	: 108°	116°
timing @ 1.0mm	: 10° / 46°	48° / -4°
valve lift @ TDC	: 1.95mm	0.65mm
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	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 19kg @ 34.5mm	: 35kg @ 31.1mm
max. load / lift	: 51kg @ 10.0mm	: 65kg @ 10.0mm

REMARKS :

225hp engines have an extra lower shim of 0.6mm at the exhaust spring due to higher turbo pressure. The maximum allowed lift when using the std spring setup is reduced to 9.4mm! It is required to modify the spring setup in this case.



REMARKS :

- # - steel billet camshafts
 - supplied with **adjustable chain sprockets** on the exhaust cam to optimize intake cam timing
 - # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
 - # The center intake valve is most critical for piston clearance. The distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaust
- If a VVT tensioner is used, the piston clearance should be checked at full advance.
Machine pistons if required. Wrong installation can cause severe engine damage!