

# 1003782

tarmac rally - race

Audi ADR atmo engines

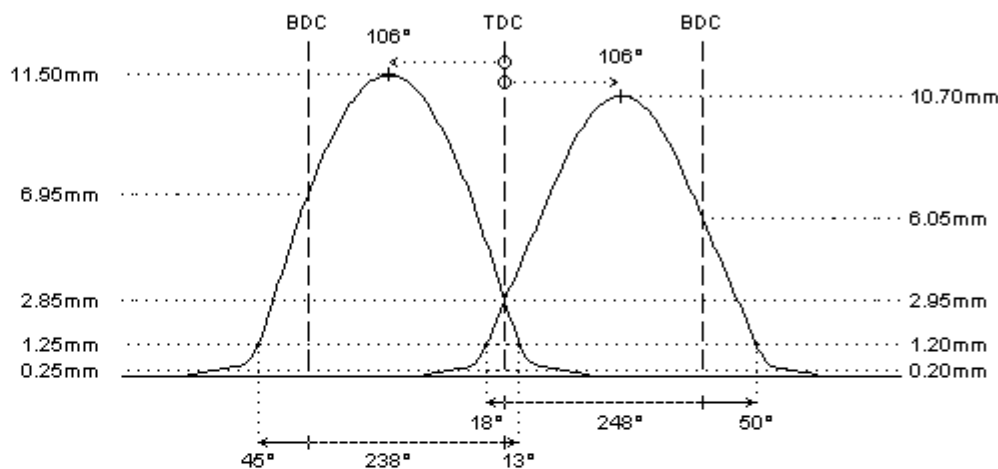
I-4cyl 1.8L 20v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.25mm
duration @ 0.1mm	: 291°	284°
duration @ 1.0mm	: 248°	238°
valve lift	: 10.70mm	11.50mm
cam lift	:	:
lobe angle	: 106°	106°
timing @ 1.0mm	: 18° / 50°	45° / 13°
valve lift @ TDC	: 2.95mm	2.85mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	:  CC016	:  CC019
valve lash	:  TS101	:  TS101
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 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
- # disable VANOS system
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors