

1004152

tarmac rally - race

Audi ACK 193hp

V-6cyl 2.8L 30v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 292°	278°
duration @ 1.0mm	: 259°	249°
valve lift	: 11.05mm	11.75mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 25° / 54°	50° / 19°
valve lift @ TDC	: 3.55mm	3.65mm

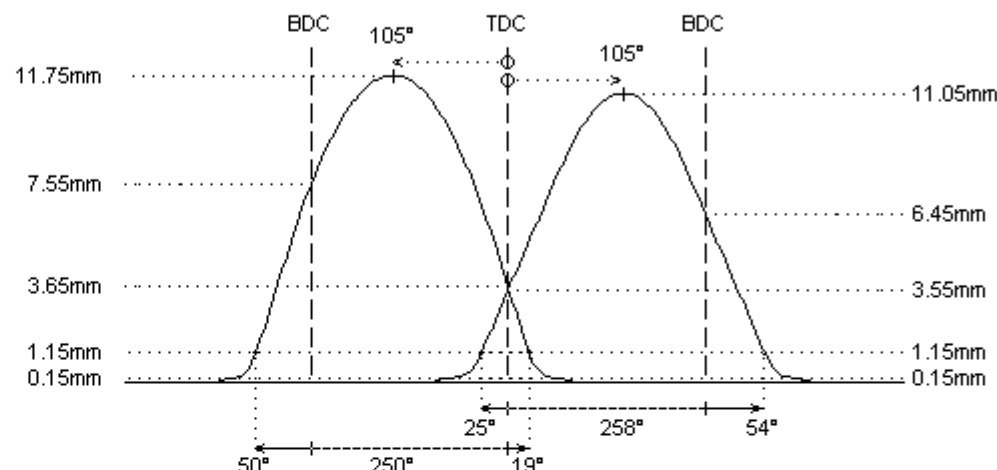
parts setup:

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 :

- # mechanic 20v / 30v kit includes:
 - intake: tappets (ref. CC016), single springs (ref. 902-0013) on OEM upper retainer; 3/cyl each
 - exhaust: tappets (ref. CC019), double springs (ref. 902-2009) on OEM upper retainer or on aluminum retainer (ref. 99357); 2/cyl each
- # These engines have VANOS system on intake camshaft. Valve lift and timing data are illustrated on a virtual centerline of 110° (with corresponding virtual lift at TDC). The VANOS system changes the centerline and therefore the timing data and lift on TDC!!!
- # supplied with adjustable gear set on steel lightweight billets
- # - 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

