

1004404

hot street - dirt track

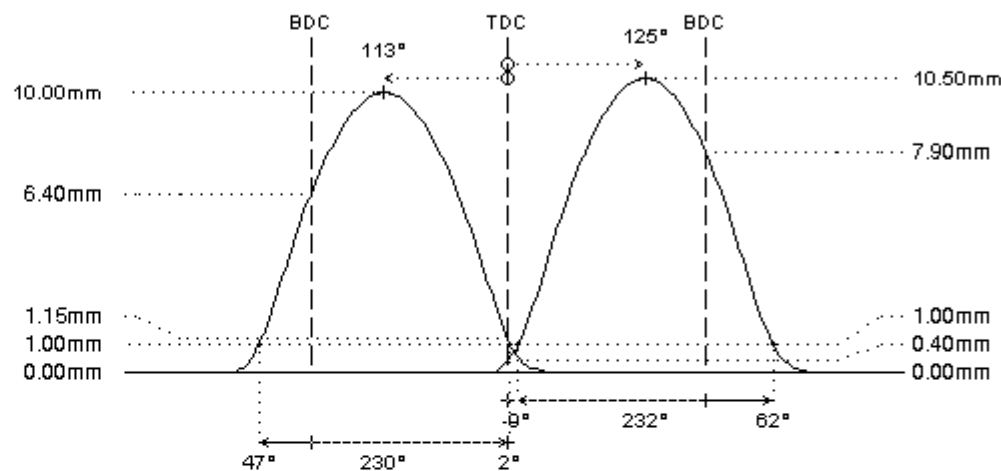
Audi AXQ,BGH,BGJ,ASG 300-345hp atmo (belt drive to exhaust cams)

V-8cyl 4.2L 40v QOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 273°	268°
duration @ 1.0mm	: 233°	229°
valve lift	: 10.50mm	10.00mm
cam lift	: 10.60mm	8.10mm
lobe angle	: 125°	113°
timing @ 1.0mm	: -9° / 62°	47° / 2°
valve lift @ TDC	: 0.40mm	1.15mm
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	: 25kg @ 35.0mm	: 30kg @ 31.3mm
max. load / lift	: 56kg @ 10.0mm	: 63kg @ 10.5mm

REMARKS :



REMARKS :

camshafts for use in V8 engines with 5 valves per cylinder:

- roller finger followers (1 intake and 1 exhaust follower per cylinder)
- external belt drive on exhaust camshafts
- internal connecting chain on intake camshafts (with VVT tensioner)

DOES NOT FIT LATER ENGINE WITH CHAIN DRIVE (such as BHF) !!!

- # 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!

- # STD valve springs can be used until STD rpm limit

- # for ATMO engines

- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors