

7608522

tarmac rally - race

Volkswagen AFH 101hp

I-4cyl 1.4L 16v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

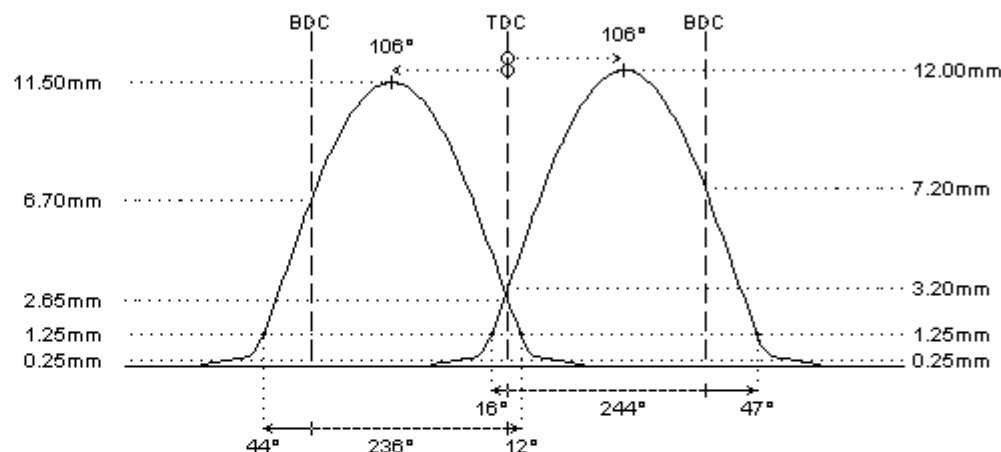
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 277°	269°
duration @ 1.0mm	: 243°	236°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 16° / 47°	44° / 12°
valve lift @ TDC	: 3.20mm	2.65mm

parts setup:

cam wheels :	: CTVW037	: CTVW037
follower	: CC011	: CC011
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99391/s	: 99391/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E99862	: PAC-E99862
interior spring	:	

fitted load / length	: 29kg @ 35.0mm	: 29kg @ 35.0mm
max. load / lift	: 82kg @ 12.5mm	: 82kg @ 12.5mm

REMARKS :



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- # These camshafts can only be used in the AFH engine. This engine features bucket type cam followers (direct tappet), whereas other small block 16v engines have finger followers with rollers (see engine list).
- # - 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
- # machining of cylinder head can be required at camlobes