

1002102

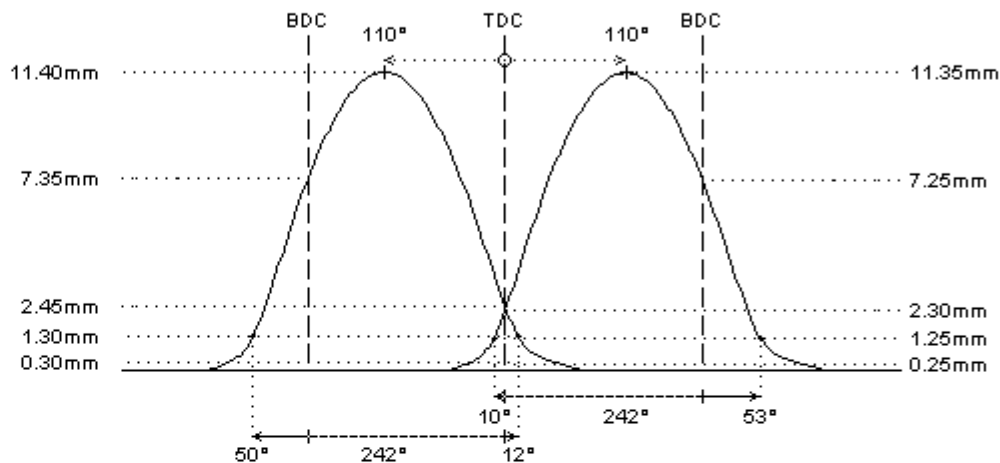
sport

Audi 13 / 17 teeth distributor

I-5cyl 2.1L 10v SOHC (DTs/DTs)



| | intake | exhaust |
|-----------------------|---------------|---------------|
| camshaft data: | | |
| lash ramp | : 0.25mm | 0.30mm |
| duration @ 0.1mm | : 291° | 286° |
| duration @ 1.0mm | : 243° | 242° |
| valve lift | : 11.35mm | 11.40mm |
| cam lift | : 11.35mm | 11.40mm |
| lobe angle | : 110° | 110° |
| timing @ 1.0mm | : 10° / 53° | 50° / 12° |
| valve lift @ TDC | : 2.30mm | 2.45mm |
| 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 | : 0kg @ 0.0mm | : 0kg @ 0.0mm |
| max. load / lift | : 0kg @ 0.0mm | : 0kg @ 0.0mm |



REMARKS :

IMPORTANT:

In the first generation mechanical 5cylinder 2 valve engines, two different distributor types have been used. Even if the distributor drive is not used, **the cams are not interchangeable**. Please carefully read notes below to recognise which type of camshafts you have.

- **10020xx**: the oldest type has a **13 teeth distributor** drive gear. It is fitted at the end of the camshaft with a press fitting at 21mm distance from the thrustwasher (also last bearing).
- **10021xx**: the most recent type has a **17 teeth distributor** drive gear, which is also press fitted at the end of the camshafts, but directly against the thrustwasher (also last bearing).

Please indicate the type of intake camshaft you need when ordering and use the correct partnumber digits, corresponding with the correct type of camshaft. All camshafts are steel billet.

REMARKS :