

# 1002305

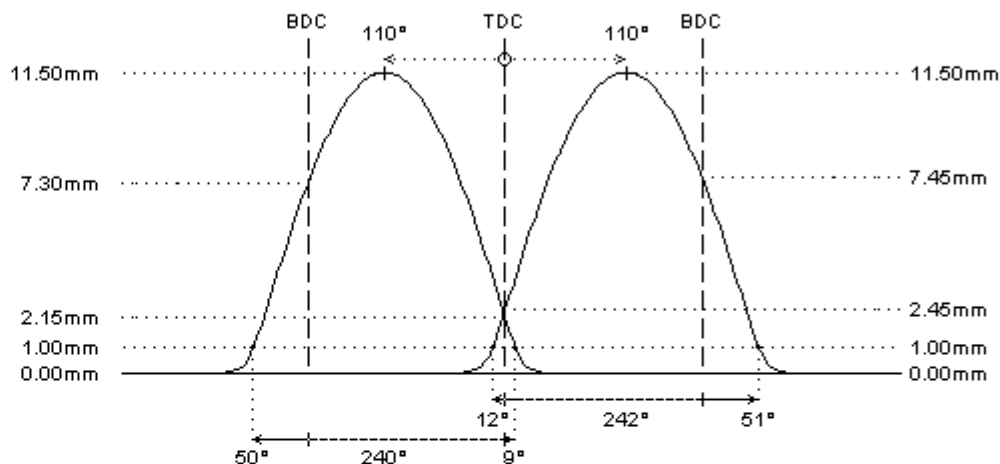
hot street - dirt track

Audi NM atmospheric

I-5cyl 2.0L 20v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 279°	275°
duration @ 1.0mm	: 243°	239°
valve lift	: 11.50mm	11.50mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 12° / 51°	50° / 9°
valve lift @ TDC	: 2.45mm	2.15mm
<b>parts setup:</b>		
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	: 99370	: 99370
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	:  PAC-E95009	:  PAC-E95009
interior spring	:  PAC-I95009	:  PAC-I95009
fitted load / length	: 35kg @ 35.0mm	: 35kg @ 35.0mm
max. load / lift	: 102kg @ 12.5mm	: 102kg @ 12.5mm



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

### REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # if required, machine cylinder head and / or use solid shims to adjust spring load