

# 1004157

full race

Audi AJG 163hp

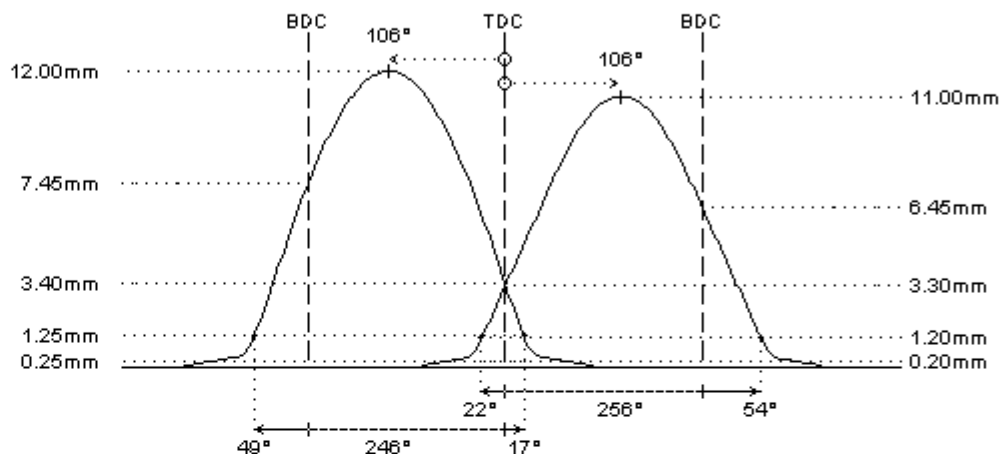
V-6cyl 2.4L 30v DOHC (DTH/DTH)



|                       | intake          | exhaust         |
|-----------------------|-----------------|-----------------|
| <b>camshaft data:</b> |                 |                 |
| lash ramp             | : 0.20mm        | 0.25mm          |
| duration @ 0.1mm      | : 300°          | 293°            |
| duration @ 1.0mm      | : 256°          | 246°            |
| valve lift            | : 11.00mm       | 12.00mm         |
| cam lift              | :               |                 |
| lobe angle            | : 106°          | 106°            |
| timing @ 1.0mm        | : 22° / 54°     | 49° / 17°       |
| valve lift @ TDC      | : 3.30mm        | 3.40mm          |
| <b>parts setup:</b>   |                 |                 |
| 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 :

- # - steel billet camshafts
- supplied with **adjustable chain sprockets** to optimize intake cam timing
- # This is a very complex engine with 4 different camshafts, moreover several evolutions have been released. These camshafts should only be purchased by experienced professionals who have the tools, skills and patience for correct installation, verification and adjustment of the timing events.
- # - 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
- # for ATMO engines