

# 7640243

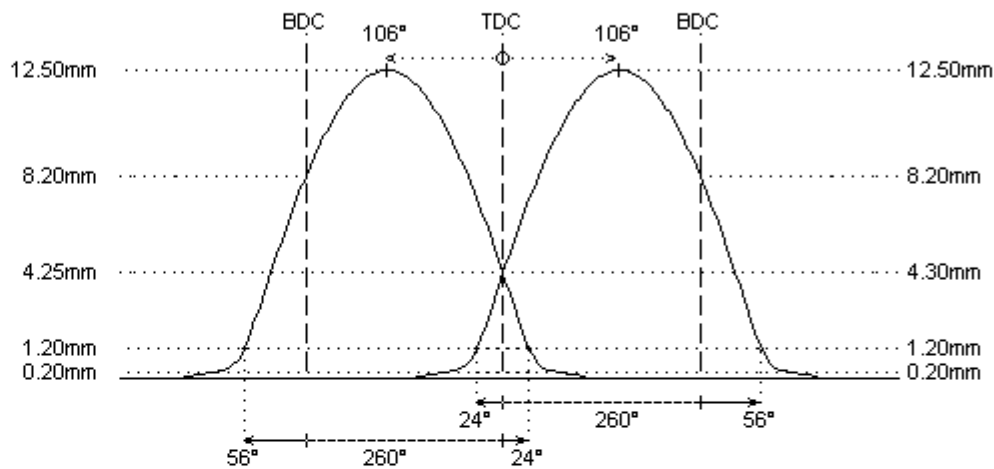
tarmac rally - race

Volkswagen hydraulic tappets, 8mm valves, MK-8H

I-4cyl 1.8L 8v SOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	298°
duration @ 1.0mm	: 260°	260°
valve lift	: 12.50mm	12.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	56° / 24°
valve lift @ TDC	: 4.30mm	4.25mm
<b>parts setup:</b>		
cam wheels :	CCR3232	CCR3232
follower :	CC005	CC005
valve lash :	TS103	TS103
valve :	O.E.M.	O.E.M.
valve locks :	O.E.M.	O.E.M.
upper retainer :	99320	99320
lower retainer :	remove	remove
exterior spring :	PAC-E92009	PAC-E92009
interior spring :	PAC-I92009	PAC-I92009
fitted load / length :	32kg @ 34.2mm	32kg @ 34.2mm
max. load / lift :	101kg @ 14.0mm	101kg @ 14.0mm



### REMARKS :

- # to use these camshafts in cylinderheads with hydraulic followers in O.E.M. version:
  - change hydraulic followers for mechanical tappets (ref. CC005)
  - use cam base circle diameter of maximum **34mm (SPECIFY WHEN ORDERING)**
- # 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

### REMARKS :

- # if required, use extra shims to increase spring load
- # use PAC-D12009 (GOLD quality) for applications over 12.5mm valve lift / 8500rpm