

# 1002137

turbo conversion

Audi 13 / 17 teeth distributor

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



intake exhaust

### camshaft data:

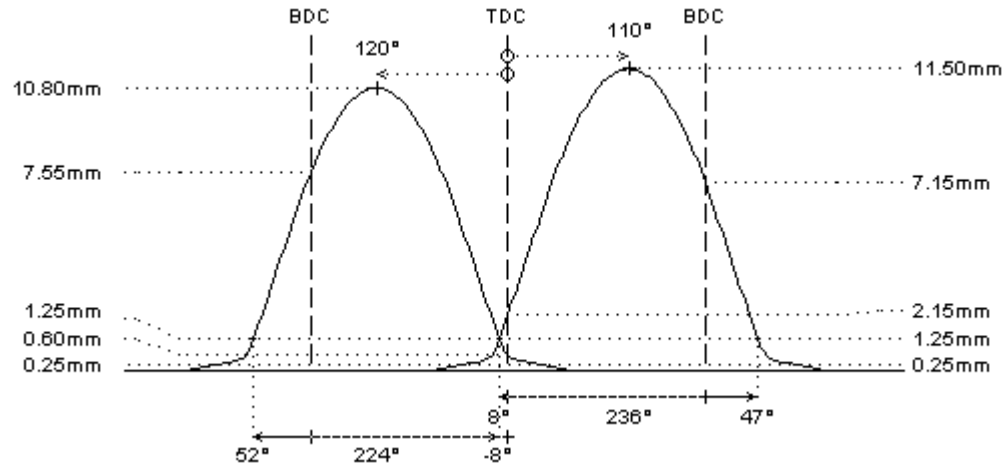
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 269°	262°
duration @ 1.0mm	: 235°	224°
valve lift	: 11.50mm	10.80mm
cam lift	: 11.50mm	10.80mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 8° / 47°	52° / -8°
valve lift @ TDC	: 2.15mm	0.60mm

### 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 :



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#### # 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.

#### # IMPORTANT REMARK:

In the first generation mechanical 5cylinder 2 valve engines, two different distributor types have been used (type "A" / type "B"). 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. We always supply type "B" camshafts, unless type "A" is explicitly ordered.

- type "A": 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.
- type "B": 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).

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

# for TURBO conversion (atmospheric to turbo)