

# 7641319

turbo conversion

Volkswagen ABF 150hp

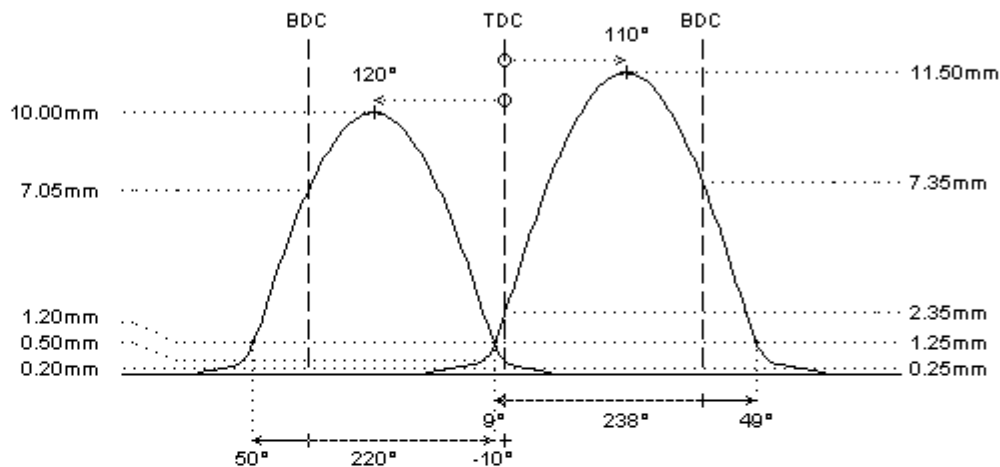
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.20mm
duration @ 0.1mm	: 284°	257°
duration @ 1.0mm	: 238°	220°
valve lift	: 11.50mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 9° / 49°	50° / -10°
valve lift @ TDC	: 2.35mm	0.50mm
<b>parts setup:</b>		
cam wheels :	:	: CTVW006
follower :	: CC005	: CC005
valve lash :	: TS102	: TS102
valve :	: O.E.M.	: O.E.M.
valve locks :	: O.E.M.	: O.E.M.
upper retainer :	: 99315	: 99315
lower retainer :	: <b>not available</b>	: <b>not available</b>
exterior spring :	: PAC-E12009	: PAC-E12009
interior spring :	: PAC-I12009	: PAC-I12009
fitted load / length	: 30kg @ 34.0mm	: 30kg @ 34.0mm
max. load / lift	: 100kg @ 14.0mm	: 100kg @ 14.0mm

### 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
- # ONLY for 7mm valves with tripple groove (MK-7H valve keepers)



### REMARKS :

- # - steel billet camshafts
- supplied with **adjustable chain sprockets** to optimize intake cam timing
- # - 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 TURBO conversion (atmospheric to turbo)