

7671319

turbo conversion

Volkswagen 9A 136hp

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



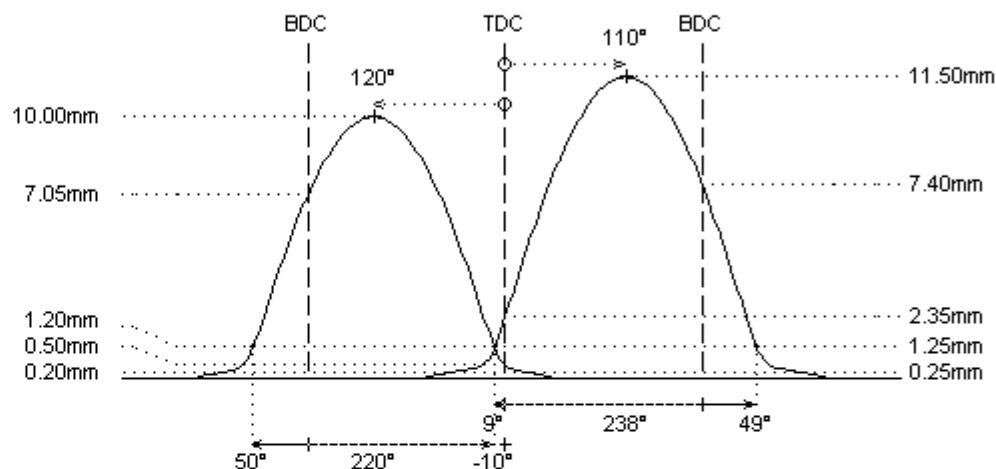
intake **exhaust**

camshaft data:

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

parts setup:

cam wheels :	: TVW033	: 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	: 99370	: 99370
lower retainer	: not available	: not available
exterior spring	: PAC-E15009	: PAC-E15009
interior spring	: PAC-I15009	: PAC-I15009
fitted load / length	: 37kg @ 34.5mm	: 37kg @ 34.5mm
max. load / lift	: 114kg @ 14.0mm	: 114kg @ 14.0mm



REMARKS :

- # - cast iron camshafts
- # Distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)

REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # ONLY for 7mm valves with single groove (RK-7H valve keepers)