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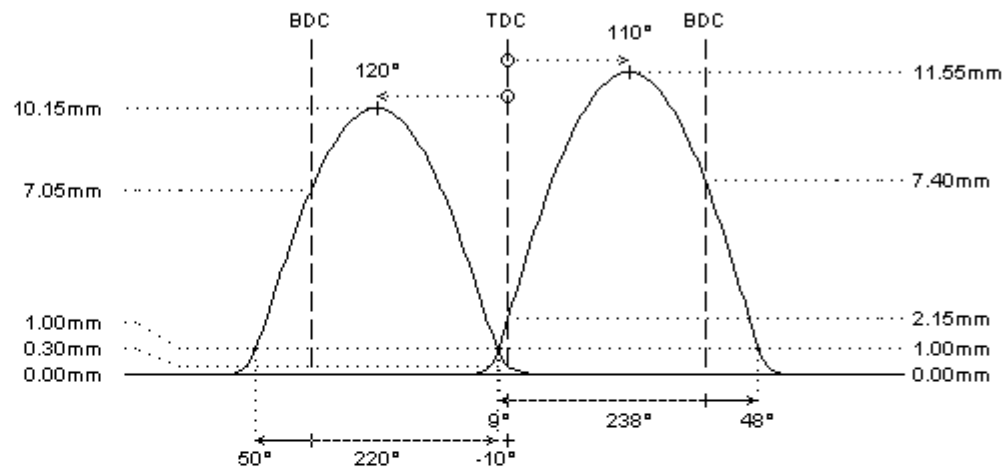
turbo conversion

Volkswagen PL 129hp (catalist)

I-4cyl 1.8L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 266°	257°
duration @ 1.0mm	: 237°	220°
valve lift	: 11.55mm	10.15mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 9° / 48°	50° / -10°
valve lift @ TDC	: 2.15mm	0.30mm
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	: 99370	: 99370
lower retainer	: ✗ not available	: ✗ not available
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 37kg @ 34.5mm	: 37kg @ 34.5mm
max. load / lift	: 105kg @ 12.5mm	: 105kg @ 12.5mm



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)