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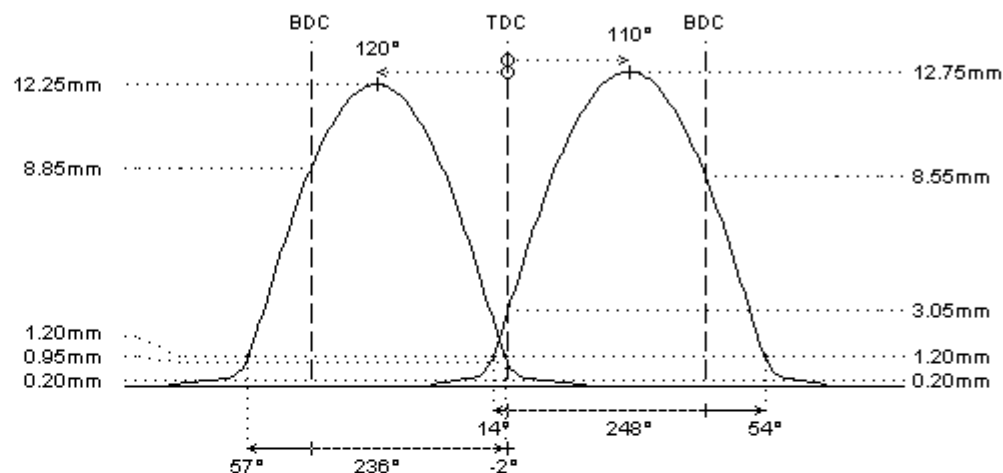
turbo conversion

Porsche 924

I-4cyl 8v SOHC (DTx/DTx)



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 294°	276°
duration @ 1.0mm	: 248°	235°
valve lift	: 12.75mm	12.25mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 14° / 54°	57° / -2°
valve lift @ TDC	: 3.05mm	0.95mm
parts setup:		
cam wheels :	:	:
follower	: CC048	: CC048
valve lash	: TS103	: TS103
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: X not available	: X not available
lower retainer	: X not available	: X not available
exterior spring	: X not available	: X not available
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm



REMARKS :

- # 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)

REMARKS :

- # original valve spring info is not available
- # valve spring kit can be developed on request
- # use Catcams cam followers with lash caps for competition applications