

5220918

turbo conversion

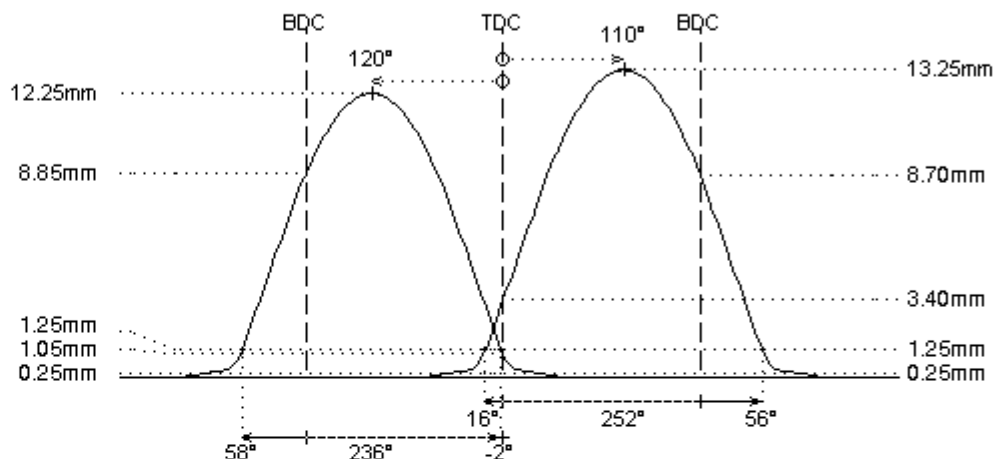
Porsche 968

I-4cyl 3.0L 16v DOHC



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 285°	269°
duration @ 1.0mm	: 252°	236°
valve lift	: 13.25mm	12.25mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 16° / 56°	58° / -2°
valve lift @ TDC	: 3.40mm	1.05mm
parts setup:		
cam wheels :	: CTP0968	: CTP0968
follower	: CC005	: CC005
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99322/s	: 99322/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E95009	: PAC-E95009
interior spring	: PAC-I95009	: PAC-I95009
fitted load / length	: 34kg @ 36.0mm	: 39kg @ 35.0mm
max. load / lift	: 109kg @ 14.0mm	: 109kg @ 13.0mm

REMARKS :



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- # Both intake and exhaust cam driven by adjustable belt pulley (like oem exhaust cam). Without sprockets in the middle of the camshafts for connecting chain.

Pulley kit CTP0968 includes 2 cam pulleys, 1 crankshaft pulley and a Gates distribution belt.
- # 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)