

# 7602003

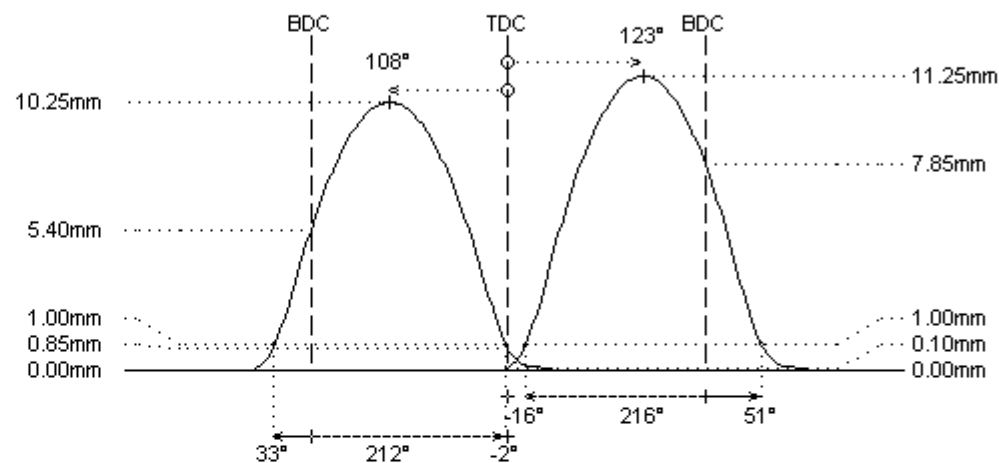
hot street - dirt track

Volkswagen BYD-BWJ-BHZ EA113 TFSI 230-240-265hp

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



|                       | intake          | exhaust         |
|-----------------------|-----------------|-----------------|
| <b>camshaft data:</b> |                 |                 |
| lash ramp             | : hydro         | hydro           |
| duration @ 0.1mm      | : 262°          | 259°            |
| duration @ 1.0mm      | : 215°          | 211°            |
| valve lift            | : 11.25mm       | 10.25mm         |
| cam lift              | : 6.65mm        | 6.10mm          |
| lobe angle            | : 123°          | 108°            |
| timing @ 1.0mm        | : -16° / 51°    | 33° / -2°       |
| valve lift @ TDC      | : 0.10mm        | 0.85mm          |
| <b>parts setup:</b>   |                 |                 |
| 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        | : O.E.M.        | : O.E.M.        |
| lower retainer        | : O.E.M.        | : O.E.M.        |
| exterior spring       | : O.E.M.        | : O.E.M.        |
| interior spring       | :               | :               |
| fitted load / length  | : 31kg @ 37.3mm | : 33kg @ 36.3mm |
| max. load / lift      | : 64kg @ 11.3mm | : 64kg @ 10.3mm |



## REMARKS :

- # - camshafts for use with direct injection setup (as original)
  - the fuel lobe has a low friction coating for best possible wear resistance
  - intake camshaft and trigger are fully adjustable after removing the reference pins
  - profiles and centerlines based on OE part numbers "06F 109 101G" (intake) and "06F 109 102D" (exhaust)
  - not compatible with the more recent EA888 TSI engines
  - # these profiles are not compatible with stock pistons:
    - intake valve pocket: std depth +2mm
    - exhaust valve pocket: std depth +0mm
- IMPORTANT: most aftermarket (performance) pistons require extra machining, please contact the piston manufacturer for piston details

## REMARKS :