

7602006

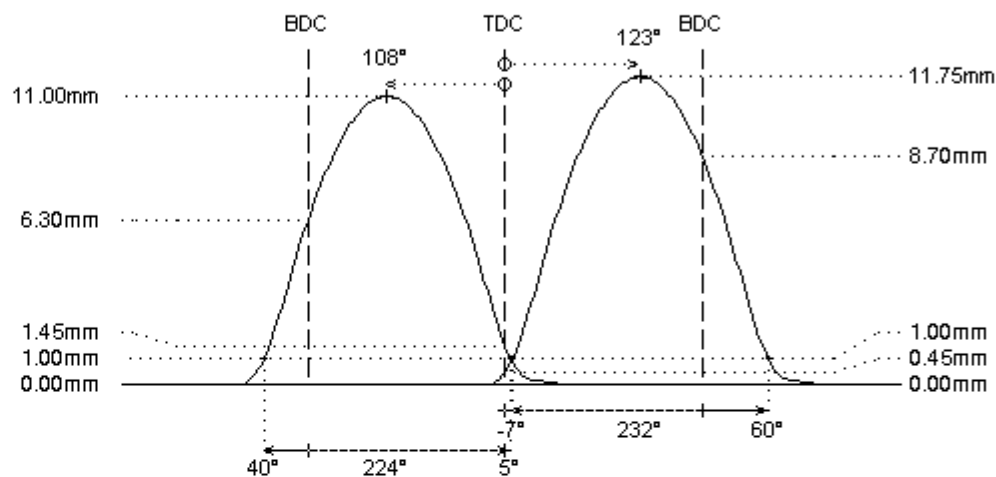
tarmac rally - race

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

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 279°	271°
duration @ 1.0mm	: 233°	225°
valve lift	: 11.75mm	11.00mm
cam lift	: 6.95mm	6.55mm
lobe angle	: 123°	108°
timing @ 1.0mm	: -7° / 60°	40° / 5°
valve lift @ TDC	: 0.45mm	1.45mm
parts setup:		
cam wheels :	:	: CTVW038
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	: 99545/s	: 99545/s
lower retainer	: 99546/O	: 99546/O
exterior spring	: PAC-E99865	: PAC-E99865
interior spring	: PAC-I99865	: PAC-I99865
fitted load / length	: 32kg @ 31.0mm	: 35kg @ 30.0mm
max. load / lift	: 80kg @ 13.5mm	: 80kg @ 12.5mm



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 +3.5mm
 - exhaust valve pocket: std depth +1.5mm
- IMPORTANT: most aftermarket (performance) pistons require extra machining, please contact the piston manufacturer for piston details

REMARKS :

- # machining of cylinder head NOT required
- # use PAC-D99864 dual valve spring + 99423 upper retainer + 99503 lower retainer for 88kg MAX possible load, requires head machining to clear outer diameter