

7602310

turbo conversion

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

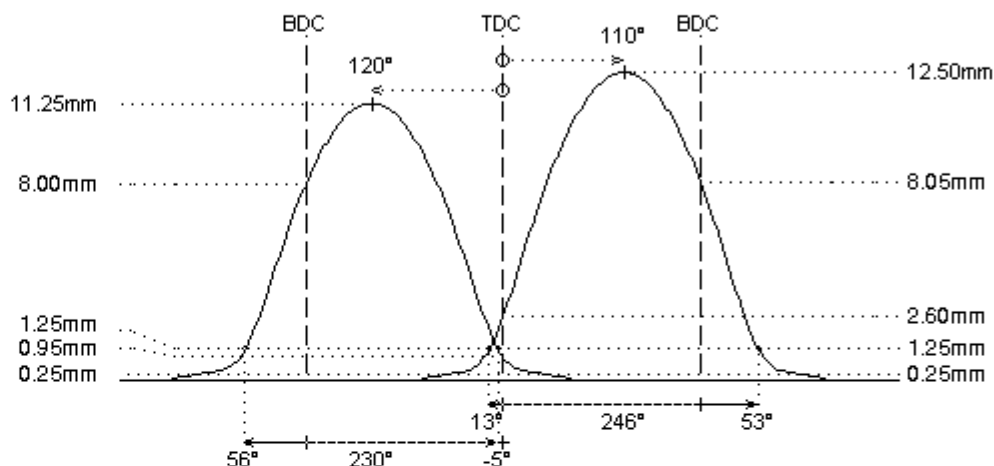
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 292°	286°
duration @ 1.0mm	: 246°	231°
valve lift	: 12.50mm	11.25mm
cam lift	: 7.40mm	6.65mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 13° / 53°	56° / -5°
valve lift @ TDC	: 2.60mm	0.95mm
parts setup:		
cam wheels :		: CTVW038
follower	: CC084	: CC084
valve lash	: TS103	: TS103
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 :

- # 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



REMARKS :

- # - camshafts for use with stand alone injection setup
- no fuel lobe
- including adjustable sprockets for connecting chain (VVT sprocket can be used as well)
- # 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
- # VVT reprogramming, operating range adjustment or even eliminating the VVT system should be considered for camshafts with increased duration
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for BIG TURBO conversion (std to big turbo)