

7602601

turbo conversion

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

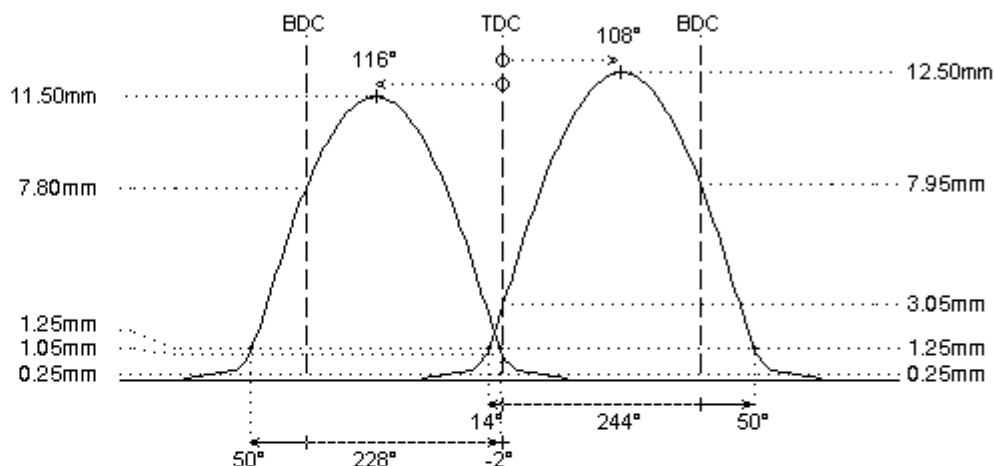
I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 286°	270°
duration @ 1.0mm	: 244°	228°
valve lift	: 12.50mm	11.50mm
cam lift	: 7.45mm	6.95mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 14° / 50°	50° / -2°
valve lift @ TDC	: 3.05mm	1.05mm
parts setup:		
cam wheels :	:	: CTVW038
follower :	: INFO	: INFO
valve lash :	: TS101	: TS101
valve :	: O.E.M.	: O.E.M.
valve locks :	: O.E.M.	: O.E.M.
upper retainer :	: 99423/s	: 99423/s
lower retainer :	: 99528/O	: 99528/O
exterior spring :	: PAC-E19864	: PAC-E19864
interior spring :	: PAC-I19864	: PAC-I19864
fitted load / length :	: 28kg @ 34.0mm	: 31kg @ 33.0mm
max. load / lift :	: 89kg @ 14.5mm	: 89kg @ 13.5mm

REMARKS :

- # 16x CAT017 rocker arm
- # 16x CAT018 shaft for rocker arm
- 16x CAT019 support for rocker arm
- Cylinder head needs to be machined in order to mount the valve springs (create clearance diameter 25.4mm for valve spring outer diameter)
- Use flat shims to increase the valve spring tension to the suggested load.



REMARKS :

- # - camshafts for use with CATCAMS slipper kit (cam lobes are not compatible with other rocker arm systems)
- cylinder head need to be machined to fit the rocker arm system(service available from CATCAMS)
- camshaft with fuel pump lobe (version without fuel pump lobe: 76027xx)
- # 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 BIG TURBO conversion (std to big turbo)