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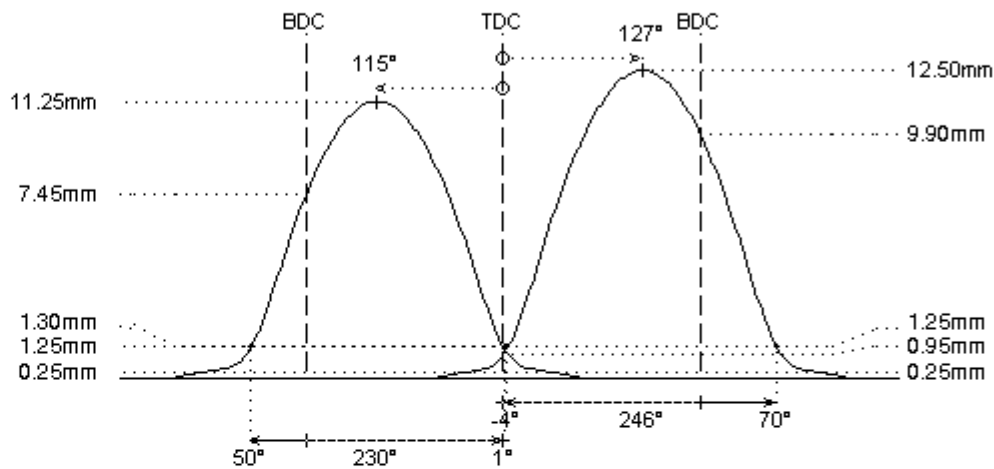
turbo conversion

Volkswagen CBT,CBU 170hp (07K) vvt in
I-5cyl 2.5L 20v DOHC



	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	: 127°	115°
timing @ 1.0mm	: -4° / 70°	50° / 1°
valve lift @ TDC	: 0.95mm	1.30mm
parts setup:		
cam wheels :	:	:
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	: 99548/O	: 99548/O
exterior spring	: PAC-E99865	: PAC-E99865
interior spring	: PAC-I99865	: PAC-I99865
fitted load / length	: 30kg @ 31.0mm	: 32kg @ 30.4mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 12.9mm

REMARKS :



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- # 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
- # lock or limit range of VANOS system
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)
- # Valve clearance is indicated at valve tip. For measurements between cam and follower, the indicated valve clearance should be divided by the rocker ratio
- # valve seals must be lowered. Distance between valve seal and retainer must be at least 0.6mm at full lift.