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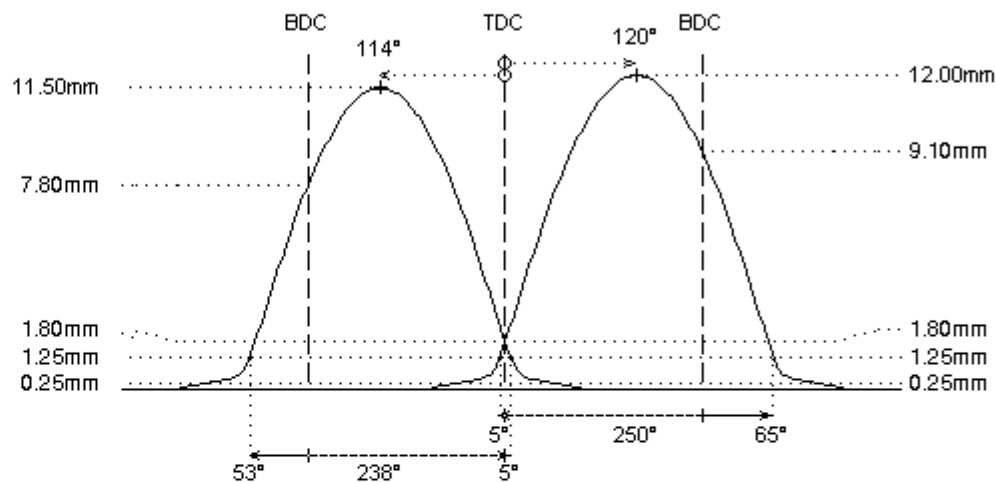
turbo conversion

Volkswagen AAA

VR-6cyl 2.8L 12v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 295°	284°
duration @ 1.0mm	: 250°	238°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 120°	114°
timing @ 1.0mm	: 5° / 65°	53° / 5°
valve lift @ TDC	: 1.80mm	1.80mm
parts setup:		
cam wheels :	: TVW034	: TVW034
follower	: CC005	: CC005
valve lash	: TS102	: TS102
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	: PAC-E99860	: PAC-E99860
interior spring	: PAC-I99860	: PAC-I99860
fitted load / length	: 31kg @ 33.0mm	: 31kg @ 33.0mm
max. load / lift	: 99kg @ 13.0mm	: 99kg @ 13.0mm



REMARKS :

- # 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
- # stand alone ECU based on throttle position sensor required

REMARKS :

- # check interference between valve seal and retainer over 10,5mm lift