

7607501

turbo conversion

Volkswagen BFH-BML 177kW, dual VVT

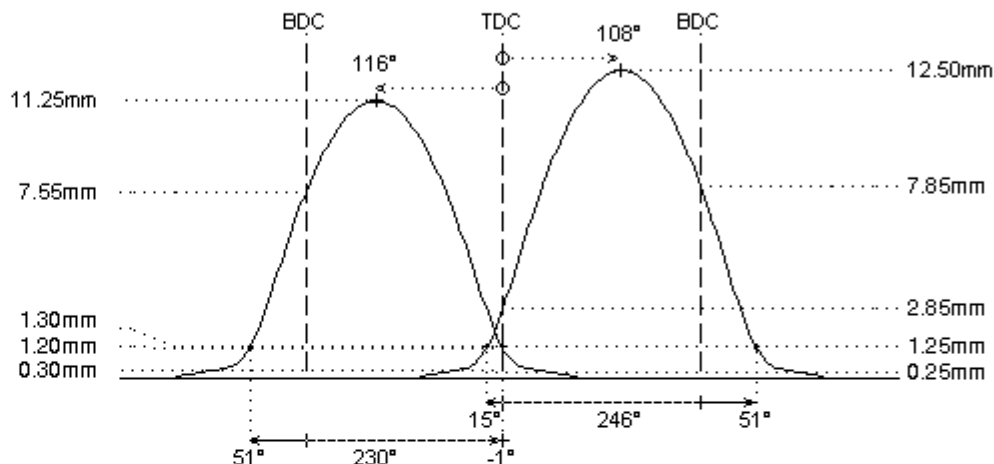
VR-6cyl 3.2L 24v DOHC (RPRH/RPRH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.30mm
duration @ 0.1mm	: 292°	274°
duration @ 1.0mm	: 246°	230°
valve lift	: 12.50mm	11.25mm
cam lift	: 6.20mm	5.60mm
lobe angle	: 108°	116°
timing @ 1.0mm	: 15° / 51°	51° / -1°
valve lift @ TDC	: 2.85mm	1.20mm
parts setup:		
cam wheels :	: TVW032	: TVW032
follower	: CC084	: CC084
valve lash	: TS103	: TS103
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99391/s	: 99391/s
lower retainer	: 99537/O	: 99537/O
exterior spring	: PAC-E99864	: PAC-E99864
interior spring	: PAC-I99864	: PAC-I99864
fitted load / length	: 33kg @ 32.5mm	: 33kg @ 32.5mm
max. load / lift	: 88kg @ 13.0mm	: 88kg @ 13.0mm

REMARKS :

double spring PAC-D19864 (GOLD) recommended over 8000rpm



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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)
- # valve lift and timing data are illustrated on fixed centerline (disabled VVT system)