

7607701

turbo conversion

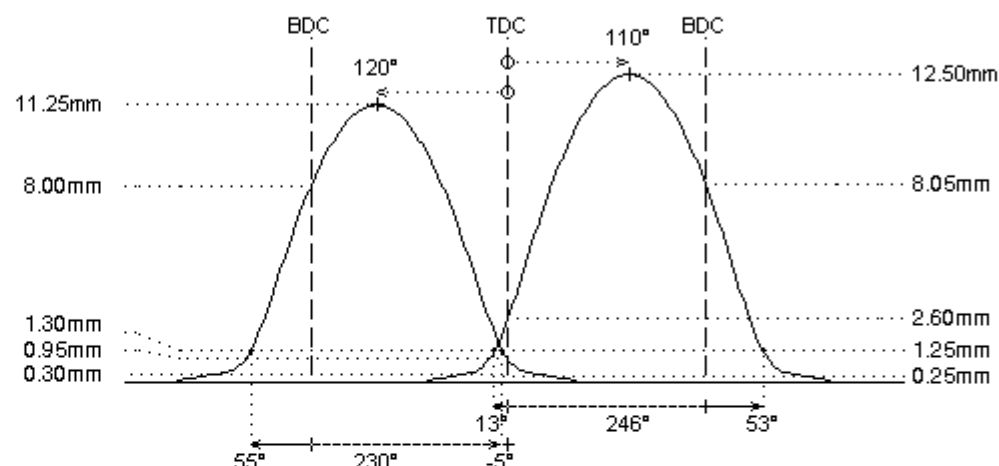
Volkswagen AQP-AUE 150kW, connecting chain with VVT tensioner
VR-6cyl 2.8L 24v DOHC



	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	: 110°	120°
timing @ 1.0mm	: 13° / 53°	55° / -5°
valve lift @ TDC	: 2.60mm	0.95mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: CC084	: CC084
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99545/s	: 99545/s
lower retainer	: INFO	: INFO
exterior spring	: PAC-E19865	: PAC-E19865
interior spring	: PAC-I19865	: PAC-I19865
fitted load / length	: 35kg @ 33.5mm	: 35kg @ 33.5mm
max. load / lift	: 0kg @ 13.0mm	: 0kg @ 13.0mm

REMARKS :

- # Machine cylinder head: remove boss to create room for inner spring
- # Place lower retainer.



REMARKS :

- # - camshafts for use in AQP-AUE (2.8L) engines with connecting chain and VVT tensioner between intake and exhaust
- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # for TURBO conversion (atmospheric to turbo)
- # Distance between valve and piston should be 1.0mm at least:
 - check 5-15° after TDC on intake
 - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # lock or limit range of VANOS system
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # engine with hydraulic rocker arm studs. To use camshafts with mechanical profiles, mechanical studs MUST be used. In case of doubt, please contact your distributor