

7641333

turbo conversion

Volkswagen KR 136hp

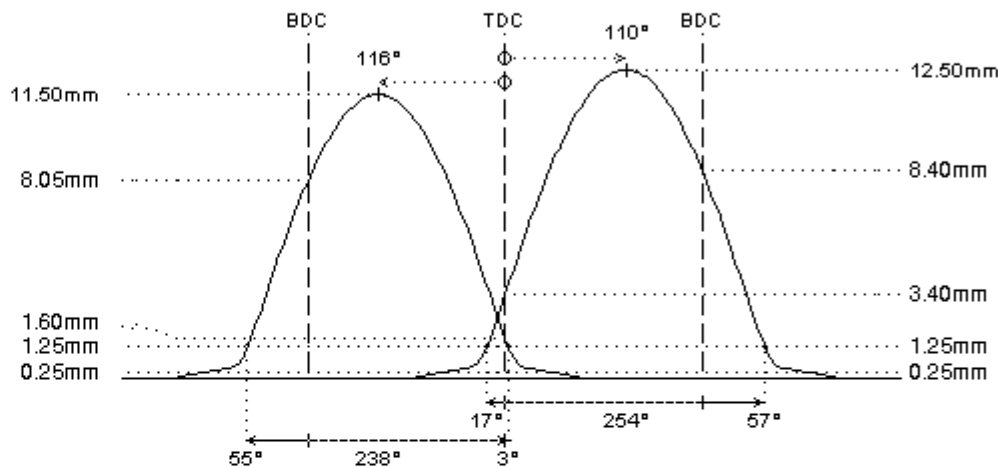
I-4cyl 1.8L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 301°	284°
duration @ 1.0mm	: 254°	238°
valve lift	: 12.50mm	11.50mm
cam lift	:	
lobe angle	: 110°	116°
timing @ 1.0mm	: 17° / 57°	55° / 3°
valve lift @ TDC	: 3.40mm	1.60mm
parts setup:		
cam wheels :	TVW033	CTVW006
follower	CC005	CC005
valve lash	TS102	TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99370	99370
lower retainer	not available	not available
exterior spring	PAC-E15009	PAC-E15009
interior spring	PAC-I15009	PAC-I15009
fitted load / length	: 37kg @ 34.5mm	: 37kg @ 34.5mm
max. load / lift	: 114kg @ 14.0mm	: 114kg @ 14.0mm

REMARKS :

- # check distance between valve seal and retainer to be at least 0.6mm at full lift
- # ONLY for 7mm valves with single groove (RK-7H valve keepers)



REMARKS :

- # - steel billet camshafts
- supplied with **adjustable chain sprockets** to optimize intake cam timing
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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)