

# 5220108

turbo conversion

Porsche 944 Turbo

I-4cyl 2.5L 8v SOHC (DTH/DTH)



## intake

## exhaust

### camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 298°	283°
duration @ 1.0mm	: 258°	242°
valve lift	: 12.50mm	11.55mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 19° / 59°	61° / 1°
valve lift @ TDC	: 3.50mm	1.10mm

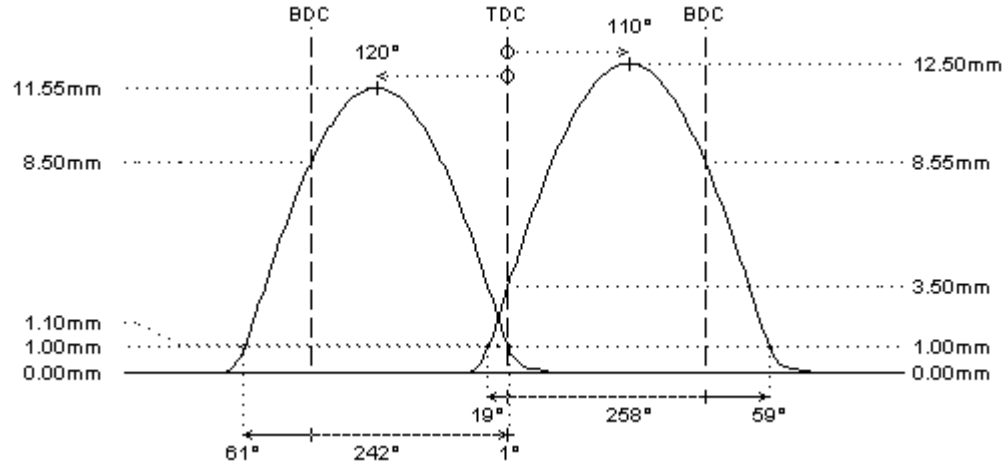
### parts setup:

cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
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	: O.E.M.	: O.E.M.
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

### REMARKS :

# original valve spring info is not available



### 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