

7602002

hot street - dirt track

Volkswagen BYD TFSI 230hp

I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



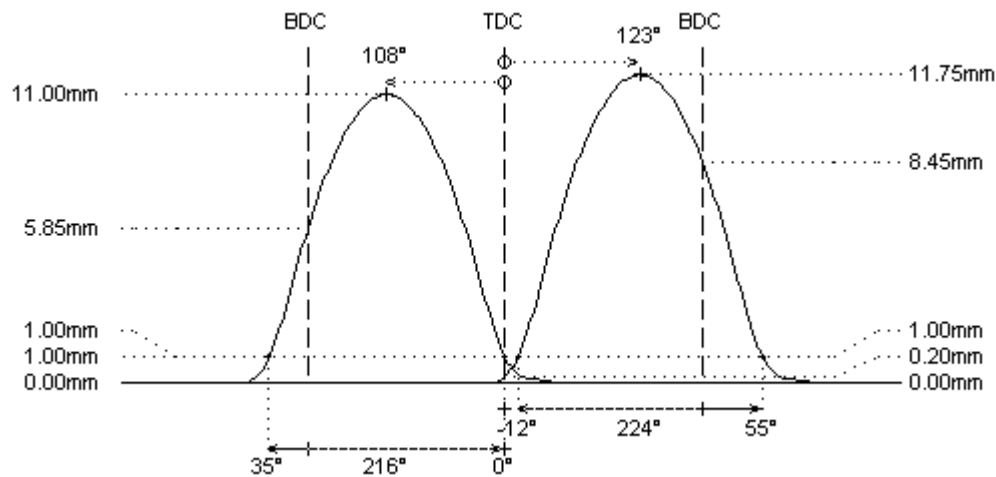
intake **exhaust**

camshaft data:

lash ramp	: hydro	hydro
duration @ 0.1mm	: 270°	263°
duration @ 1.0mm	: 223°	215°
valve lift	: 11.75mm	11.00mm
cam lift	: 6.95mm	6.55mm
lobe angle	: 123°	108°
timing @ 1.0mm	: -12° / 55°	35° / -0°
valve lift @ TDC	: 0.20mm	1.00mm

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	: 99545/s	: 99545/s
lower retainer	: 99546/s	: 99546/s
exterior spring	: PAC-E99865	: PAC-E99865
interior spring	: PAC-I99865	: PAC-I99865
fitted load / length	: 30kg @ 31.0mm	: 34kg @ 30.0mm
max. load / lift	: 79kg @ 13.5mm	: 79kg @ 12.5mm



REMARKS :

- # - camshafts for use with direct injection setup (as original)
- the fuel lobe has a low friction coating for best possible wear resistance
- intake camshaft and trigger are fully adjustable after removing the reference pins

REMARKS :

machining of cylinder head NOT required #
use PAC-D99864 dual valve spring + 99423 upper retainer + 99503 lower retainer for 88kg MAX possible load, requires head machining to clear outer diameter