

# 5220022

turbo conversion

Porsche 924

I-4cyl 8v SOHC (DTx/DTx)



### intake

### exhaust

#### camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 299°	294°
duration @ 1.0mm	: 256°	248°
valve lift	: 13.25mm	12.75mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 18° / 58°	64° / 4°
valve lift @ TDC	: 3.75mm	1.70mm

#### parts setup:

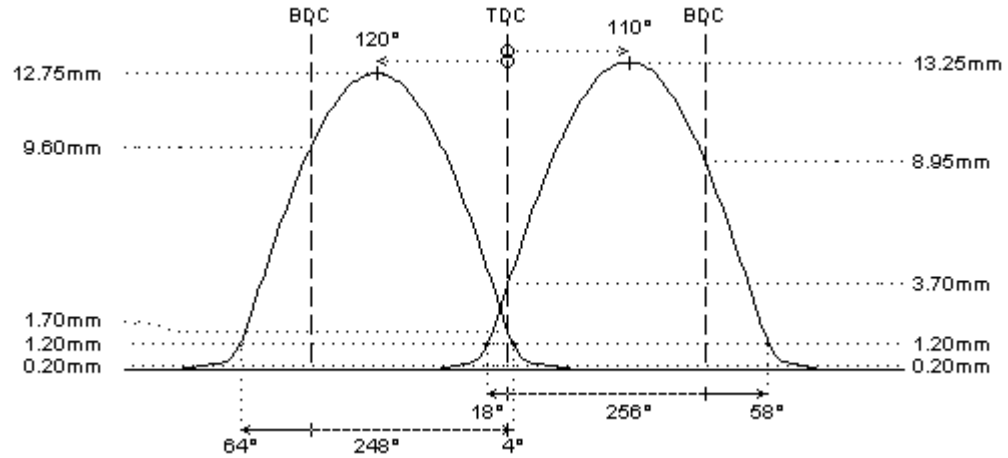
cam wheels :	:	:
follower	: <b>CC048</b>	: <b>CC048</b>
valve lash	: <b>TS103</b>	: <b>TS103</b>
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	: <b>✗ not available</b>	: <b>✗ not available</b>
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  
valve spring kit can be developed on request  
use Catcams cam followers with lash caps for competition applications

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#



#### 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)