



2.0 tsi engine manual

2.0 tsi engine review. Vw 2.0 tsi engine repair manual.



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By using our site, you agree to our collection of information through the use of cookies. To learn more, view our Privacy Policy. VAG SSP 824803 - The Volkswagen 2.0L Chain-Driven TSI Engine PDF. Four Cylinder, Four Valve, TSI Turbocharged Gasoline Engine Engine Block Cast iron crankcase Balancer shafts in crankcase Forged steel crankshaft Sump-mounted oil pump — chain-driven by crankshaft Timing gear chain — front end of engine Balancer — chain-driven by crankshaft Timing gear chain — front end of engine Balancer — chain-driven by crankshaft Timing gear chain — front end of engine Balancer — chain-driven by crankshaft adjuster Intake Camshaft adjuster ends Multi-port high-pressure injector Engine Management MED 17.5 engine control module Hot-fi lm air mass fl ow with integral temperature sensor Throttle valve with contactless sensor Map-controlled ignition with cylinder-selective, digital knock control Single-spark ignition coils Turbocharging Integral exhaust turbocharger Charge-air cooler Boost pressure control with overpressure Electrical wastegate valve Exhaust Single-chamber exhaust system with closecoupled pre-catalyst Combustion Process CONTENTS Introduction Engine Mechanicals Lubrication System Crankcase Ventilation System Cooling System Air Intake System Exhaust System Engine Management System Service Knowledge Assessment Language: English Format: PDF Pages: 56 Self Study Program 824803 - The Volkswagen 2.0 Liter Chain-Driven TSI Engine PDF free online Next Post Self Study Program 851303 - Four-Speed Automatic Transmission The VW 2.0 TSI / TFSI EA888 is a 2.0-liter four-cylinder gasoline turbocharged engine based on the 1.8 TSI/TFSI of EA888 series. The production of the 2.0 TSI engine started in March 2008. It was released as a replacement for the 2.0 TSI engine, this two-liter version went through a series of changes during the production time. There are three generations of the last VW 2.0TSI engine. The 2.0TSI EA888/1 is known by following codes: CAWA, CAWB, CBFA, CCTA, and CCTB. Just like 1.8TSI, the 2.0l engine has a cast-iron cylinder spacing and 220 mm height. The displacement growing was achieved by the new forged steel crankshaft with 92.8 mm (3.65 in) stroke while the bore size was kept the same. Also, the engine has the short connecting rods (144 mm) and other pistons lower the compression ratio to 9.6:1. The engine block is equipped with two chain-driven counter-rotating balance shafts. The aluminum 16-valve cylinder. The intake valve diameter is 34.0 mm; the exhaust valve diameter is 28.0 mm; stem diameter for both valves is 6 mm. The valvetrain has low-friction roller finger cam followers and hydraulic tappets, for valve clearance compensation. The intake camshaft is equipped with the variable intake valve timing system. The 2.0 TSI Gen1 has direct fuel injection with homogeneous mixing. The low-pressure for the six-hole fuel injectors. The high-pressure injection pump is driven by a four-lobe cam on the exhaust camshaft. The engine also has the electronically controlled ignition with long-life spark plugs and four individual single spark coils. The engine is turbocharged by the water-cooled and integrated into cast iron exhaust manifold turbocharger KKK K03 with the max boost pressure of 0.6 bar (8.7 psi). The compressed intake air goes through the plastic variable geometry intake manifold. The whole operation is controlled by ECU Bosch Motronic MED 17.5. The 2.0 TSI Gen1 with 2 lambda probe sensors meets the European emission standard Euro 4 (CAWB, CAWA engines) and ULEV 2 (CCTA, CCTB engines); CCTA version has 3 lambda probe sensors and meets the Californian SULEV standard. 2.0 TSI EA888 Gen 2 The 2.0TSI EA888/2 has appeared also in 2008 and had the same bunch of modifications as the 1.8 TSI Gen2. The main journals was reduced by 6 mm (58 mm to 52 mm). Also, the low-friction thin pistons rings, new pistons and a new method for cylinder wall surface manufacturing were applied.



This generation has a variable oil pump. In addition to that, the 2.0TFSI engines for Audi applications were equipped with AVS system (CCZA, CCZB, CCZD, and CCZD engines). It is a two-stage intake valve-lift control. The system varies the valve lift in two stages: 6.35 mm and 10 mm after 3,100 rpm. The 2.0 EA888/3 corespines for Audi applications were equipped with AVS system (CCZA, CCZB, CCZB, CCZB, CCZB, CCZB, CCZD, CCZB, CCZD, CCZB, CCZB, CCZD, CCZB, CCZB



Pour the high-quality engine oil, feed with minimum 95 RON gasoline, follow the maintenance schedule precisely and the engine will last for about 150-200k miles (250,000-300,000 km). The engine longevity doesn't drop down after Stage 1 (ECU remapping) and even after Stage 2 (downpipe, more productive turbocharger, and ECU remap) depends on how much power you will get. But of course, Stage 3 will reduce the reliability significantly. CAWA - 125 kW (170 hp) at 4,300-6,000 rpm, 207 lb-ft (280Nm) at 1,700-5,000 rpm. This is engine for the VW Tiguan. CCZC - 125 kW (170 hp) at 4,300-6,200 rpm, 207 lb-ft (280Nm) at 1,500-4,200 rpm. Application: VW Tiguan. Audi Q3. CCZD - 132 kW (178 hp) at 4,500-6,200 rpm, 207 lb-ft (280Nm) at 1,700-4,500 rpm, 207 lb-ft (280Nm) at 1,700-4,500 rpm, 207 lb-ft (280Nm) at 1,800-5,000 rpm. Application: VW Golf Mk5 GTI (for US market only), VW Jetta Mk5/Mk6, VW Passat B6, VW CC, Audi A3 (8P).



CAWB/CCZA - 147 kW (200 hp) at 5,100-6,000 rpm, 207 lb-ft (280Nm) at 1,700-5,000 rpm. Application: Audi A3 Cabriolet, VW Scirocco, VW Tiguan, Audi TT, Skoda Superb Mk2 (3T), Skoda Octavia. CPSA - 155 kW (211 hp) at 5,000-6,200 rpm, 221 lb-ft (300Nm) at 1,800-4,900 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,200 rpm, 207 lb-ft (280Nm) at 1,700-5,200 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,200 rpm, 207 lb-ft (280Nm) at 1,700-5,200 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,200 rpm, 207 lb-ft (280Nm) at 1,700-5,200 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,200 rpm, 207 lb-ft (280Nm) at 1,700-5,200 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,000 rpm, 207 lb-ft (280Nm) at 1,500-4,000 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,200 rpm, 207 lb-ft (280Nm) at 1,500-4,000 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,000 rpm, 207 lb-ft (280Nm) at 1,500-4,000 rpm. The engine version is for Audi Q3. CCZB - 155 kW (211 hp) at 5,300-6,000 rpm, 207 lb-ft (280Nm) at 1,500-4,000 rpm. Application: Audi A4 (B8), Audi Q5, Skoda Kodiaq. CAEA/CAEB/CDNC - 155 kW (211 hp) at 4,200-6,000 rpm, 236 lb-ft (320Nm) at 1,500-4,000 rpm. Application: Audi A4 (B8), Audi Q5, Skoda Kodiaq. CAEA/CAEB/CDNC - 155 kW (211 hp) at 4,300-6,000 rpm, 258 lb-ft (350Nm) at 1,500-4,000 rpm. Application: Audi A4 (B8), Audi Q5, Skoda Kodiaq. CAEA/CAEB/CDNC - 155 kW (211 hp) at 4,300-6,000 rpm, 258 lb-ft (350Nm) at 1,500-4,000 rpm. 258 lb-ft (350Nm) at 1,500-4,000 rpm. Application: Audi A4 (B8), Audi Q5, Skoda Kodiaq. CAEA/CAEB/CDNC - 155 kW (211 hp) at 4,300-6,000 rpm, 258 lb-ft (350Nm) at 1,500-4,600 rpm, 258 lb-ft (350Nm) at 1,500-4,600 rpm. Application: Audi A4 (B8), Audi Q5, Skoda Kodiaq. CAEA/CAEB/CDNC - 155 kW (230 hp) at 4,700-6,200 rpm. 258 lb-ft (350Nm) at 1,500-4,600 rpm. Application: Audi A4 (B8), Audi A5 (B8), Audi A5 (B8), Audi A5 (B8)



CJXA/CJXB - 206 kW (280 hp) at 5,100-6,500 rpm, 280 lb-ft (380Nm) at 1,800-5,500 rpm. Application: SEAT Leon Cupra, Skoda Superb. CJXD - 213 kW (290 hp) at 5,900-6,400 rpm, 280 lb-ft (380Nm) at 1,800-5,500 rpm, 280 lb-ft (

Hyundai absorbed Korean car manufacturer Kia Motors in 1998. This way the company became to be the big conglomerate Hyundai Kia Automotive Group. Hyundai-Kia engines break quiet rare, are not sensitive to the quality of fuel, have a reliable and straightforward design. At the same time, they consume not much fuel and are environmentally friendly.

Engines are produced both in Korea and in other countries like China. There is a unified system of quality control and uniform standards for the production at all plants. Hyundai designs and produces engines usually for both car brands - Hyundai and KIA.