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VW's 2.0l NON TURBO has been around forever. And typically it's a pretty good engine for Volkswagen. But there are some issues that it does have in a mk6 Jetta. Humble Mechanic Podcasts <https://www.humblemechanic.com/podcast/2006-volkswagen-passat-2-0t-fsi-turbo-p0299/>

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The power to surprise you TFSI delivers the same performance, while using less fuel.. Audi is the first manufacturer in the world to engineer a turbocharged direct injection engine, which produces high power output and optimum engine response.

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AXW. In order to meet the high expectations of a turbocharged engine, components of the engine had to be adapted to specific requirements. Introduction S337_003 The exhaust manifold and the turbocharger form one unit. The exhaust and turbo module is customer

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2.0T Camshaft and Lifter For High Pressure Fuel Pump Starting with occasional misfires and ending with the car coming to a halt, camshaft damage will stop the engine dead. The extra triangular lobe on the end of the camshaft for the high pressure fuel pump can wear out rapidly.

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Because of the way the 2.0t FSI's fuel injection works the gunk can buildup overtime on the valves by oil and junk flowing through the PCV system to the valves. to the left is a picture of what valves can look like overtime. Loss in performance is a sign that this might be happening.

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2.0L EA827/EA113 TSFI DOHC I-4. Introduced in 1972 in the Audi 80 as the EA827, this engine evolved into the EA113 in 1993. The latter EA113 was updated with Fuel Stratified Injection (FSI) direct injection, made 268 bhp and was introduced in the Audi TTS.

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