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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

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replacement for the 2.0 TSI engines of the previous EA113 family.

VW Audi 2.0 TSI/TFSI EA888 Gen 1/2/3 Engine specs ...

The 1.8 TSI / TFSI engine of the EA888 family was designed and developed by AUDI AG and introduced in 2007. It is a 1.8-liter four-cylinder gasoline turbocharged engine with direct fuel injection. The EA888

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1.8 TSI and 2.0 TSI engines replaced the EA113 series 1.8-liter and 2.0-liter engines.

VW Audi 1.8 TSI/TFSI EA888 Gen 1/2/3 Engine specs ...

VW/Audi EA888 Gen 3 (MQB/MLB) Engines Explained So the new VW/Audi EA888 Gen 3 motor has been out for quite some time, but I still get questions on what is new with this engine. I will try and

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address as many of these as possible. However, a good starting point is understanding the evolution of the 2.0T engines and where we are today.

VW/Audi EA888 Gen 3 (MQB/MLB) Engines Explained - European ...

The EA888 family is an Audi-designed unit that features some of the latest engine

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technology such as direct fuel injection, sintered camshaft lobes, thin-walled engine block, variable valve timing and lift for intake and exhaust valves, downstream oxygen sensors, exhaust manifold integrated into cylinder head, exhaust gas recirculation and cooling, distributorless coil-on-plug ignition, lightweight engine internals, slide valve

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thermostat (some variants), and the addition of port fuel ...

List of Volkswagen Group petrol engines - Wikipedia

VW/Audi EA888 Gen 3 (MQB/MLB) Engines Explained So the new VW/Audi EA888 Gen 3 motor has been out for quite some time, but I still get questions on what is new with this engine. I will try and address as many of

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VolksMasters: VW/Audi EA888 Gen 3 (MQB/MLB)

Engines Explained

EA888 engine came as a 1.8T and 2.0T. Power ranges from 118 bhp to 299 bhp! The direct injection is

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supplemented with port fuel injection to reduce carbon build up issues present on early direct injection engines, and to aid cold starts. We look at EA888 (1.8TSi 1.8TFSi 2.0TSi 2.0TFSi) tuning and report on the best modifications.

1.8TSi/TFSi

2.0TSi/TFSi EA888

Tuning - TorqueCars

The "global engine" is produced at the factory

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Audi engines of Győr, Silao (Mexico) as well as in China. Here, the EA888 engine line is produced in Shanghai and Dalian will also subsequently produced in Changchun. Like its predecessor, the engine is available with a displacement of 1.8 l and a displacement of 2.0 liters.

TFSI engines of 1.8 l and 2.0 l of the Audi EA888 line ...

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Starting with the all-new 2018 Tiguan, Volkswagen's mainstream four-cylinder powerplant is being updated in the pursuit of improved fuel efficiency. A modified version of the EA888 2.0-liter...

Deep Dive: Inside the New Volkswagen EA888 B-Cycle 2.0 TSI I-4

Europe did get MPI
(multi port injection) on

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the EA888 Gen 3 engine but sadly this feature did not make it over to the US. Loss in performance is a sign that this might be happening. But that is also a very vague sign that could be the result of a lot of things. If you already have buildup the best way to resolve it is take it apart and clean it.

**Common issues, tips
and tricks for the**

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2.0t EA888 Gen 3 engine

Audi's EA888 2.0-liter engine has a history of tensioner problems in its timing chain. The loose chain is to blame for multiple occurrences of catastrophic engine failure. Audi was forced to offer settlement offers, including an extended warranty, after a series of lawsuits were filed.

Busted Timing

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Chains | Audi Complaints

Common problems of the EA888 TFSI engine:
Weak valve springs lead to misfires. HERE is where you'll find our reinforced valve springs
Formation of carbon deposits in the cylinder head and intake manifold. -> Our recommendation is an BEDI cleaning and at the same time the installation of the PCV Fix in connection with a

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catch tank.

The Differences between TFSI & TSI Engines

The Audi-engineered EA888 2.0-liter turbo four-cylinder has served the Volkswagen Group well, having made its way into just about every VW and Audi since 2008, when it started replacing the EA113...

Audi Gives Us the
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Skinny On Its Third- Gen EA888 Turbo Four

Probably not, since Audi hasn't made anything of it, or its centerpiece, a 420-hp version of VW Group's familiar EA888 2.0-liter four-cylinder. Audi wanted to put that engine into production, but ...

Audi Cancels its 420-HP Four- Cylinder Engine

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Weight reduction, and not necessary stiffness, is absolutely necessary to increasing valve control. The APR Valve Spring utilizes a beehive design that allows for a reduction in mass in not only the spring itself, but also through use of a smaller titanium retainer.

**APR Valve Spring
System - 1.8T & 2.0T
(EA113 & EA888**

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G1/2 ...

Audi's new higher-efficiency series-production 2.0 TFSI turbocharged gasoline direct injection engine introduced at the Vienna Motor Symposium last week is the first of the company's EA888 Gen.3B family. The engine, featuring a new combustion method based on the Miller cycle, will be used for the first time

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in the next generation
of the A4.

Behind Audi's new "rightsized" efficient EA888 Gen.3B ...

Engine Timing Tool for
Audi VW VAG 1.8-2.0L
TSI TFSI EA888 08-15
Skoda Seat 2019.

\$34.19. \$35.99. Free
shipping . For Audi
A4/A5/A6 VW EA888

GEN3 1.8T 2.0T TSI
Intercooler Charge Pipe
Kit. ... EA888 Engine

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Rebuild Kit 21mm
Piston Pin Fit VW GTI
Tiguan AUDI 2.0TFSI
CAEB Q5. \$269.90.
shipping: ...

Engine Rebuild Kit For VW Audi Skoda 1.8T Ø23mm CDH Oil

...

A 2.0L TSI engine.
Source: APR. The
EA888 is a family of
three- and four-
cylinder engines
currently used by the
Volkswagen Group.

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This award-winning engine family consists of the 1.8L turbo and a 2.0L turbocharged engine. Though the original EA888 1.8L TSI was designed by Audi, it is easily one of the best and most well-known VW engines out there.

Which VW Engine is the Best for Your Next Volkswagen Car ...

Even the "no
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replacement for displacement" crowd should appreciate the power-hungry nature of the 2.0-liter turbocharged EA888 used in the seventh generation Volkswagen Golf R (and GTI).

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