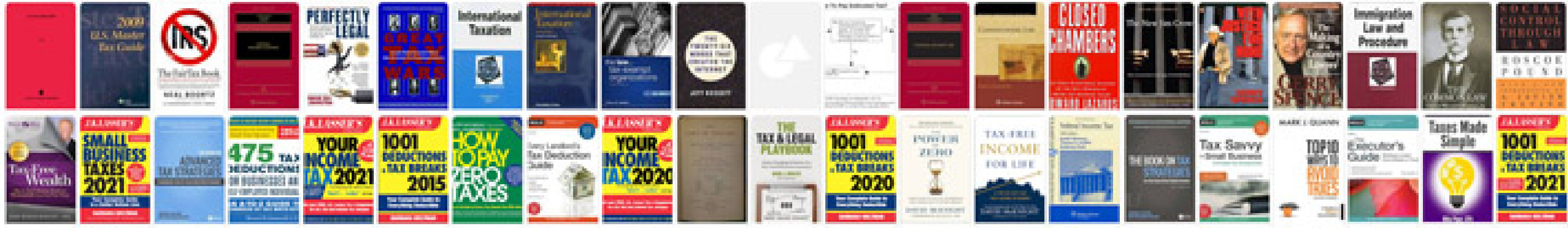

Jetta vr6 engine

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VR6 engines are V6 piston engines with a narrow angle between the cylinder banks and a single cylinder head covering both banks of cylinders. Volkswagen Group introduced the first VR6 engine in and VR6 engines currently remain in production. VR6 engines shares a common cylinder head for the two banks of cylinders. Only two camshafts are needed for the engine , regardless of whether the engine has two or four valves per cylinder. This simplifies engine construction and reduces costs. Since the cylinders are not located on the centreline of the combined cylinder head, the lengths of the intake and exhaust ports are different for each bank. Without compensation, these varying port lengths would result in the two banks of cylinders producing different amounts of power at a particular engine RPM. The difference in port lengths are compensated for with the length of the runners in the intake manifold , the camshaft overlap and lift profile, or a combination thereof. The Volkswagen VR6 engine was designed for transverse engine installations in front-wheel drive vehicles. Therefore the VR6 engine is easier to fit within an engine bay that was originally designed for a four-cylinder engine. Early VR6 engines had two valves per cylinder for a total of twelve valves and used one camshaft for the intake and exhaust valves of each cylinder bank without the use of rockers. It had a bore of In , a 2. The valve sizes are Since the two 'rows' of pistons and cylinders share a single cylinder head and head gasket, the piston crown or top surface is tilted. The engine management system is Bosch Motronic. A version with four valves per cylinder for a total of 24 valves was introduced in The Lancia V4 engine was the first narrow angle V engine to be used in a motor vehicle. Both versions used 2 valves per cylinder. The 2. In , the VR5 engine was introduced, based on the VR6 engine. This 2. This 3. The engine size was again increased in , when a 3. This BLV version uses a narrower The base model Porsche Cayenne 9PA used 3. Then the next generation Porsche Cayenne 92A also used a 3. Volkswagen had started to phase out VR engines in favour of downsized turbocharged engines, however the VR6 currently remains in production for the Volkswagen Passat NMS sedan models sold in China. Volkswagen Group has produced several 'W engines' based on combining two VR engines on a common crankshaft. The first W engine to reach production was the W12 engine which has been produced since Although Volkswagen has not produced a VR4 engine, nonetheless it briefly produced a W8 engine from Motorcycle manufacturer Horex has produced VR6 engines since From Wikipedia, the free encyclopedia. Motor vehicle engine. Frontal views of a straight engine diagram "a" , V engine diagram "b" and VR engine diagram "c". Top views of a straight engine left , V engine centre and VR engine right. Main article: W engine. Retrieved 19 November Paul, MN: Motorbooks International. MBI Publishing. Motorcycle Daily. Retrieved 23 June Automotive Design Engineering. Century Press. Retrieved 20 November Volkswagen Group United Kingdom Limited. Retrieved 31 July Retrieved 9 April Linde Material Handling. Retrieved 23 November Engine configurations for internal combustion engines. Two-stroke Four-stroke Five-stroke Six-stroke Two-and four-stroke. W8 W12 W16 W Categories : Volkswagen Group engines Piston engine configurations V6 engines Gasoline engines by model. Hidden categories: Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from November Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Wikimedia Commons has media related to Volkswagen VR6 engine. Passat B3. Passat B4. Eurovan US only. Passat B5. New Beetle. Volkswagen Teramount. New Beetle RSi. Golf Mk4 R Golf Mk5 R Passat B6 3. Superb B6. Think about it. Back in the s, if you wanted four doors, performance and a bit of refinement, you had to dish out large sums of money for a BMW or an Audi. Meanwhile, Volkswagen had it all figured out with its hot Jettaâ€"one of which packed six cylinders of narrow-angle fury. I took an old GLX VR6 for a drive in the countryside, and it made me realize that Volkswagen actually paved the way for many of the sport sedans we take for granted today. He looked at me one day at the office and asked me if I wanted to review his car. So I did. And just like the current car, it was essentially a four-door GTI. Remember, back then, the Golf was only offered as a three-door hatchback, so a sedan version made a lot of sense. Its 1. That model is generally credited with making the Jetta a household name in this half of the world. That 2. While an automatic gearbox was available, the one to get was the close-ratio five-speed manual. Honestly, besides some artfully laid-out spark plug wires that could count as engine bay decoration, that was about all there was to this performance version of the MKIII Jetta. The time stood at roughly seven seconds. Not bad. This is arguably the most intriguing of the sporty Jettas, largely due to its engine. Because it was quite revolutionary at the time, Volkswagen stuffed these things into everything it could, from sports coupes to cargo vans. Its super-narrow configuration meant it could fit inside the engine bay of a normally four-cylinder model. It also only had one cylinder head, which made spark plug and head gasket maintenance a lot simpler than a conventional V6. Tuners would bolt aftermarket mufflers on their Golfs, Jettas, Corrados and even Passats to make them sound like an expensive Audi or Porsche. Furthermore, the simplicity of this GLX defines the whole ethos of the sport sedan itself. These cars were designed to be fast, but also subtle and unassuming, and boy did they nail it back then. Perhaps it was a delete option back in ? You guys can confirm that one for me in the comments. Even the rearview mirror is a straight-edged rectangle. Sitting inside the GLX feels equally throwback. Even back in , Volkswagens had a reputation for having functional, no-frills interiors. Not to mention seats and steering wheels that adjust in all possible configurations. I floored the clutch pedal, held the brake, and fired up the VR6. As I grabbed the sloppy shifter, I noticed a sticker next to it explaining how to drive stick, complete with what is possibly the worst French translation on Earth. I checked my blind spots using my neck. No fancy blind spot monitoring here. The road was clear. I depressed the friction-less clutch pedal, and off I went, sitting upright in my little green bread box, attracting absolutely no attention to myself. New cars are also enormous, so getting back into an actual compact from 20 years ago felt cramped. I mentioned the clutch earlier. I was expecting something with a little more bite, but this one feels like your foot is going through a bucket of liquid fat. Perhaps Volkswagen wanted to market this as a luxury car? If anything, I was pleasantly surprised at how modern this Jetta felt. While I felt enormous in the car, front seat pulled back to destroy whatever rear passenger would have sat there, it was a comfortable ride. If not for the 19 mpg fuel consumption average, this would be a fantastic daily driver. I was impressed at how quick this thing felt after all the modern turbocharged machines I drive. God I love that exhaust note, though. The GLX remains a tossable and lightweight machine. I ended up throwing it hard into each corner, gigantic grin strapped from each ear, reminiscing my boy racer days. What I love the most about this old Jetta, is how it delivers its performance under absolute secrecy, adding extra points to its appeal. Considering their rarity and significance in the automotive landscape, a well kept GLX like this one will undoubtedly appreciate in value. Driving this thing confirmed my theory: Volkswagen saw a trend coming when it gave extra doors and a trunk to its Golf GTI. All I could do was drive, because there was absolutely nothing at my disposal - no fancy LCD screen, Android Auto, or semi-autonomous technology - to filter out the raw experience of driving the car. William Clavey is an automotive journalist in Montreal, Canada and contributes to Jalopnik. He runs claveyscorner. The A. Photo: Caleb Gingras. William Clavey. Jalopnik Reviews All of our test drives in one convenient place. Prev Next View All. William Clavey Posts Twitter. Share This Story. Get our newsletter Subscribe. VR6 engines have been produced since the s by Volkswagen. The family belongs to a class of engines called V-Line. They are German-engineered engines with a unique design and sound. The family consists of several engine variants found in mostly in cars. One version, called the Horex, is used in motorcycles. Since these engines are older, they are not as common today. However, they set a solid foundation for successive engines, namely the VR5, that are equally popular. VW initially launched this engine type to meet the unique needs of a select vehicle class. Specifically, the engine was designed for front-wheel drive vehicles equipped with transverse engines. Through this modification, VW could install its new six-cylinder engine in cars that previously took four-cylinder engines. This was accomplished by creating a narrower angle between cylinders. This allowed the engines to work with just one cylinder whereas many other V-lines needed two. The earliest version of these engines had 12 valves while later models got While revolutionary at the time, their technology has since been surpassed. Today, a similar four-cylinder variation is stronger and lighter-weight than the original. Although they were made as simple and cost-effective engines, their reliability falls behind that of what more modern engines offer. The engines also have more lag time than competitors and successive versions, including the VR5. Common mechanical problems include cooling system issues and leaking head gaskets. The spark plugs and wires can also wear out quickly. Keeping up with regular oil changes can prevent damage to the spark plugs and other sensitive components. The Volkswagen VR6 has a stock power output ranging from to hp depending on the variant.. As with any engine, however, there are options available for modifying the engine and increasing its power. Since the engine family contains various engines that have been adapted to many Volkswagen cars, some parts and components are specific to a certain engine year or model. There are a variety of options available to get more horsepower, turbo power, and overall better performance. One brand that makes these parts is Full Throttle. This includes an inline fuel pump, an electronic boost controller, a stainless steel downpipe, a stainless steel manifold, stainless steel lines for oil and water, fuel injectors sized ML, a turbo boost controller, and a fuel pressure regulator. A common problem with aftermarket turbo kits is managing charge air temperatures. For those who want super low and consistent charge air temperatures, HPA offers a liquid cooled short runner intake. One of the main differences in these two variants is age. In , the It also featured a direct-injection technology and was outfitted just to the Volkswagen Passat. Another difference between these two versions concerns the angle between their cylinder banks relative to earlier models. Both replace the earlier engine design that had a traditional angle between 45 and 90 degrees. This makes them easier to produce, modify, and service. The degree engine is more powerful in stock form because of a design modification that improved its power and efficiency. The degree engine is simpler in design and layout, however, which makes it easier to modify. What component in the VW VR6 engine ignition system could cause the battery to discharge when turned off when the part is defective? When car was running engine light was on battery would go dead if not started every day. Now that car does not run, or start acts like no spark, has fuel , battery maintains its charge. Problems with car electrics are notoriously difficult to diagnose. A car I once had, would suddenly open the passenger window by itself. Got a huge quote to hunt down the problem, which was never taken up. Good luck in tracing it yourself, maybe start with buying a multi meter. Save my name, email, and website in this browser for the next time I comment. Currently you have JavaScript disabled. In order to post comments, please make sure JavaScript and Cookies are enabled, and reload the page. Click here for instructions on how to enable JavaScript in your browser. Volkswagen VR6: Basic Specifications VW initially launched this engine type to meet the unique needs of a select vehicle class. About Bryce Cleveland Articles. Bryce founded Dust Runners Automotive Journal in as a way to write about the cars he found interesting. Follow him on Instagram for more bryce. Previous Powerstroke 7. Leave a Reply Cancel reply Your email address will not be published. OEM Volkswagen Jetta 2. Search Go. 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