

How to put a 2e tall block in mk1 gti.

It took 4 days to complete

the spec is a 2 ltr 2e tall block, with a ported polished gas flowed head with over sized valves, audi throttle body with matched inlet manifold, with a newman fast road cam and a wrapped exhaust downpipe. with a reconditioned bottom end.

after its run in im looking for some decent torque!!!!!!! 🏎️🔧 cant wait.



a very tired 1983 1.8 gti engine with 185000 miles under its belt



these ramps are a life saver! although very nerve wracking when the car is being lifted up by its sills!!!!



ready for removal



all gone!! the engine bay was then degreased and power washed



while the car was up in the air we notice this area where the steering rack support had come away from the chasis.....



proper job!!! all welded back together, then undersealed



2e block with oil cooler adaptor and blanking plate attached



bits n bobs now attached



oil pump with a mk3 gti baffles attached



wrapped exhaust.



we put 90 deg bends on the oil cooler to keep the pipes free of nasty angles and kinks



WUR mounted on blanking plate



the finished article!!!! 8)

the trickiest part of the swap was changing the cog on the distributor. the pin which holds it in place must be made out of the hardest material know to this planet. but was good when it was done and in place.

i know i havent been able to drive it properly yet as ive only done 100 miles so far (3000 rpm so far!!), but the engine seems so much more solid and has a certain eagerness to it without having to rev it.

it sounds lush too, as anyone whos driven a cammed car will tell u, very distinctive.

anywho, cant wait till ive done 500 odd miles and i can start to slowly pick up the revs.

my plans are no more than 3500rpm for 500miles, then 4500 for a furhter 200 miles then 5500 for another 200 miles, then oil and filter change, take it easy for abit and then go for it. shouldnt have to rev it hard though, should have plenty of torque to play with.