

# Differences between the GTI Mark V and Mark VI engine

	EA113 Engines (AXX->)	EA888 Engines (CAW->)
<b>Configuration</b>	1,984 cc (121.1 cu in) water cooled inline 4	1,984 cc (121.1 cu in) water cooled inline 4
<b>Bore/Stroke</b>	bore 82.5 mm/stroke 92.8 mm	bore 82.5 mm/stroke 92.8 mm
<b>Head</b>	10.5:1 compression ratio, belt driven camshaft, continuous adjusting intake,	9.6:1 compression ratio, chain driven camshaft, continuous adjusting intake, two-stage <i>valvelift</i> inlet valve lift variable control*2
<b>Block</b>	88 mm cylinder spacing, grey cast iron (CG25)	88 mm cylinder spacing, 33 kg grey cast iron (GJL 250)
<b>Crankcase</b>	two chain driven counter-rotating balancing shafts suppressing second degree free inertial forces and oil-pump	two chain driven counter-rotating balancing shafts suppressing second degree free inertial forces and oil-pump
<b>Crankshaft</b>	-	eight counterweights, 58 mm diameter main bearings
<b>Fuel System</b>	Gasoline, Fuel Stratified Injection, up to 115 bar, high-pressure pump driven by a fourfold cam on the exhaust camshaft, stainless steel high-pressure lines, dual injection at the admission and compression stroke	Gasoline, Fuel Stratified Injection, up to 150 bar, six-hole injectors, high-pressure pump driven by a fourfold cam on the exhaust camshaft, stainless steel high-pressure lines, dual injection at the admission and compression stroke
<b>ECU</b>	Bosch MED 9.1	Bosch MED 17
<b>Aspiration</b>	Borg Warner K03 watercooled turbocharger, intercooler, charge movement flaps controlling combustion chamber air movement	Borg Warner K03 watercooled turbocharger, intercooler, charge movement flaps controlling combustion chamber air movement
<b>Exhaust</b>	ceramic primary catalytic converter and ceramic close-coupled catalytic converter	ceramic primary catalytic converter and ceramic close-coupled catalytic converter
<b>Size</b>	652mm length, 648mm wide, 666mm high	-
<b>Weight</b>	152kg	-
<b>Production Dates</b>	-	Production started 3/2008
<b>Output</b>	136 kW (185 PS) at 6000 rpm, 270 Nm (199 ft·lbf) from 1800 to 5000 rpm (SEAT León)  BWA	132 kW (179 PS; 177 hp) from 4,200 to 6,000 rpm, 320 N·m (240 ft·lbf) from 1,500 to 4,000 rpm (SEAT León)
	147 kW (200 PS) at 5,100 to 6,000 rpm, 280 Nm from	154KW (210 PS; 207hp) from 5,300 to 6,200 rpm, 280 Nm

	1,800 to 5,000 rpm (GTI, A3, TT, Passat, Octavia VRS, Seat Leon FR)  AXX, BWA, BPY	(206 ft-lbt) from 1,700 to 5200 rpm (GTI)
	169 kW (230 PS), 300 Nm from 2,250 to 5,200 rpm (Edition 30, Pirelli)  BYD*1	155 kW (211 PS; 208 hp) from 4,300 to 6,000 rpm, 350 N·m (260 ft·lbf) from 1,500 to 4,200rpm (A4,A5,Q5)
	177 kW (240 PS) at 5,700 to 6,300 rpm, 330 Nm at 2,200 to 5,500 rpm (Seat León Cupra)  BWJ*1	
	195 kW (265 PS) at 6,000 rpm, 350 Nm from 2500 to 5000 rpm (S3)  BHZ*1	

\*1 these versions have stronger pistons pins and new rings, reinforced connecting rods, new bearings, reinforced cylinder block at the main-bearing pedestals and cap, new, lightweight aluminium-silicon alloy cylinder head for high temperature resistance and strength, adjusted exhaust camshaft timing, increased cross-section high-pressure injectors, 1.2 bar boost pressure turbocharger with larger turbine and compression rotor.

\*2 132kw and 154kw engines (non Audi) do not have variable valve lift

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### **Is there any difference between 125 & 147 engines?**

January 31, 2011 at 10:48 am · Reply

[...] Sharkie Audi's with longitudinal engines (and valvelift) are not of the EA888 family either. Maverick would disagree there. As would the Wikipedia Plus, it would seem really strange for Audi to completely design the EA888 [...]

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