

4901551

tarmac rally - race

Citroën XU9J4 (D6C) 158hp

I-4cyl 1.9L 16v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.05mm	11.55mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 18° / 54°	50° / 14°
valve lift @ TDC	: 3.55mm	2.95mm

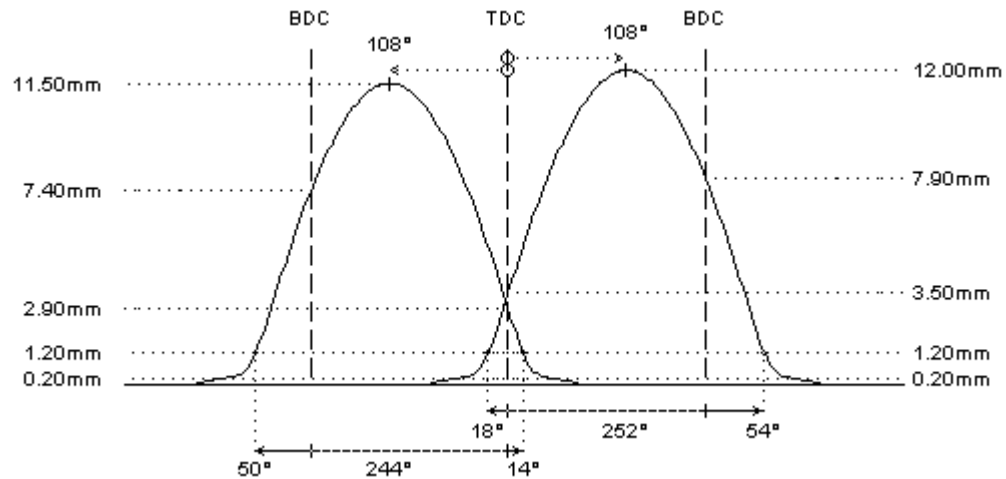
parts setup:

cam wheels :	: CTPE007	: CTPE007
follower	: CC003	: CC003
valve lash	: TS102	: TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99333	: 99333
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S10011	: PAC-S10011
interior spring	:	

fitted load / length	: 40kg @ 37.0mm	: 40kg @ 37.0mm
max. load / lift	: 105kg @ 13.0mm	: 105kg @ 13.0mm

REMARKS :

# Inlet Valves:	#
9249012 d7.00 // D34.6 // L106.4	#
Exhaust Valves:	#
9249013 d7.00 // D29.6 // L105.7	#



REMARKS :

- # - steel billet camshafts
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafs must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # valve clearance is to be adjusted using mechanical lash caps. these can have different shapes according the application:
 - plates available in different diameters and thickness
 - cups for different valve stem diameters. these center on either tappet or valve stem
 - other specific shapes available on request
- # machining of cylinder head required at camlobes
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors