

# 4901658

tarmac rally - race

Citroën EW10J4 135hp

I-4cyl 2.0L 16v DOHC (DTH/DTH)



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 282°	273°
duration @ 1.0mm	: 253°	242°
valve lift	: 11.75mm	11.05mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 22° / 51°	46° / 16°
valve lift @ TDC	: 3.75mm	3.05mm

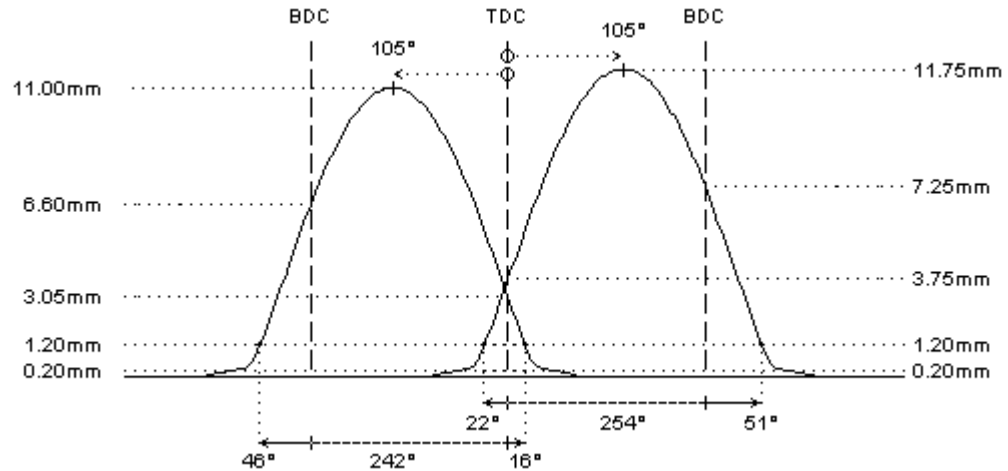
**parts setup:**

cam wheels :	: <b>CTPE002</b>	: <b>CTPE002</b>
follower	: <b>CC018</b>	: <b>CC018</b>
valve lash	: <b>TS101</b>	: <b>TS101</b>
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: <b>99410/s</b>	: <b>99410/s</b>
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: <b>PAC-E99862</b>	: <b>PAC-E99862</b>
interior spring	:	

fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm

**REMARKS :**

# double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)



**REMARKS :**

- # - cast iron camshafts
- trigger on exhaust camshaft
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
  - the camshafts 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors