

4903275

tarmac rally - race

Citroën XU10J4RS 167hp

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



intake

exhaust

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.30mm	3.70mm

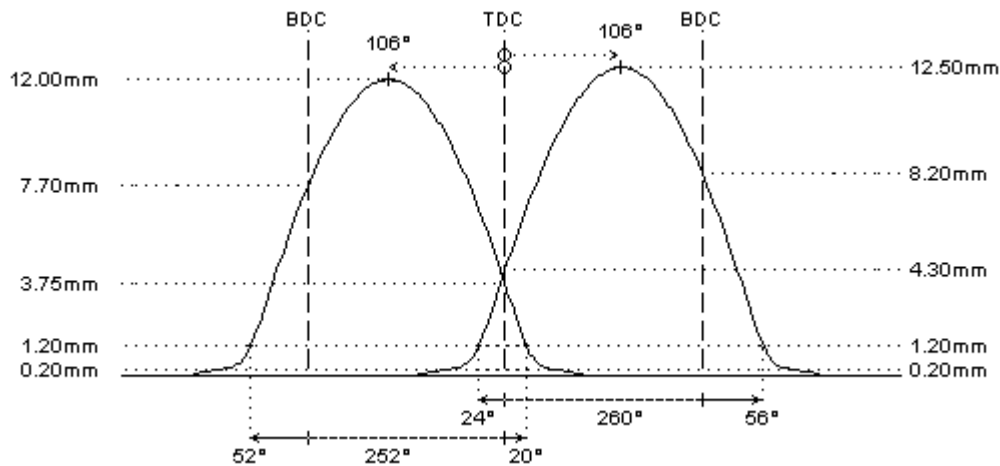
parts setup:

cam wheels :	: CTPE003	: CTPE003
follower	: CC004	: CC004
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99317/s	: 99317/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009

fitted load / length	: 30kg @ 34.0mm	: 33kg @ 33.5mm
max. load / lift	: 100kg @ 14.0mm	: 100kg @ 13.5mm

REMARKS :

#		#
Inlet Valves:		#
9249001 d6.00 // D34.1 // L106.4		#
Exhaust Valves:		#
9249004 d6.00 // D31.0 // L102.9		#



REMARKS :

- # - cast iron camshafts
- groove 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