

4900360

turbo conversion

Citroën XU9J2 (D6A) 105mm valves

I-4cyl 1.9L 8v SOHC (DT/DT)



intake **exhaust**

camshaft data:

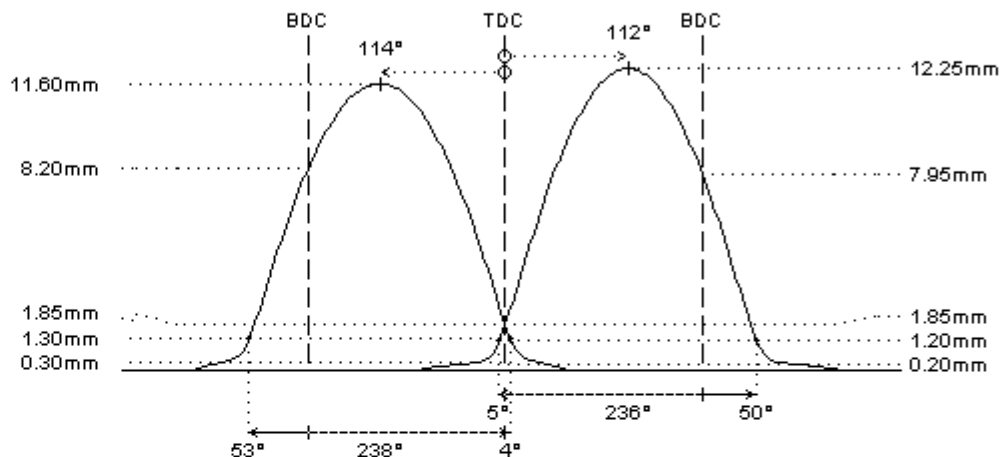
lash ramp	: 0.20mm	0.30mm
duration @ 0.1mm	: 276°	274°
duration @ 1.0mm	: 235°	237°
valve lift	: 12.25mm	11.60mm
cam lift	:	
lobe angle	: 112°	114°
timing @ 1.0mm	: 5° / 50°	53° / 4°
valve lift @ TDC	: 1.85mm	1.85mm

parts setup:

cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



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- # without fuel pump lobe
- # WHEN USING THE STD VALVE SPRINGS, it is required to check the individual coil bind lengths. In most engines, these camshafts will work with the original valve springs. However, the coil bind lengths of individual valve springs show differences up to 1mm, so in some engines the maximum valve lift may be critical. Moreover, different valves and valve springs setups have been used.
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)