4900366

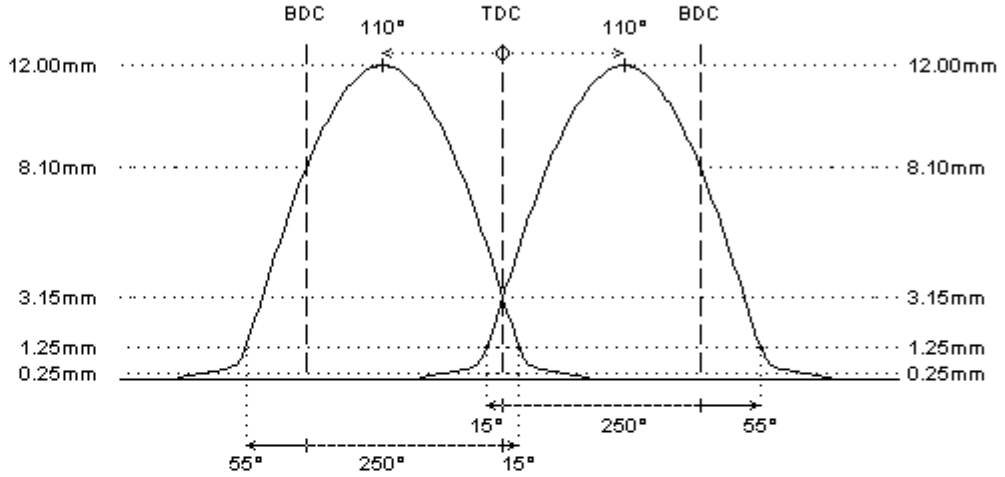
hot street - dirt track

Citroën XU9J2 (D6A) 105mm valves

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

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 295°	295°
duration @ 1.0mm	: 250°	250°
valve lift	: 12.00mm	12.00mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 15° / 55°	55° / 15°
valve lift @ TDC	: 3.15mm	3.15mm
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 :



REMARKS :

\# without fuel pump lobe

\# 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

\# 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 carburettors