

# 4900374

tarmac rally - race

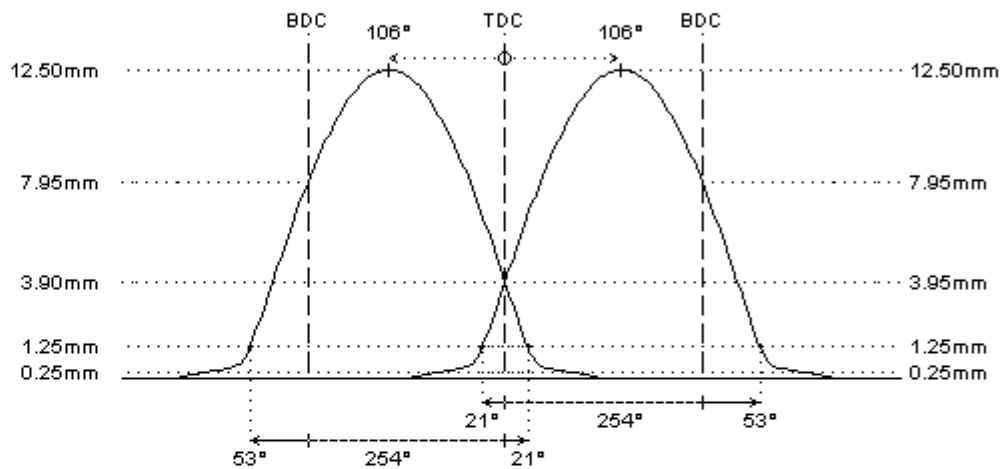
Citroën XU9J2 (D6A) 105mm valves

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 301°	301°
duration @ 1.0mm	: 254°	254°
valve lift	: 12.50mm	12.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 21° / 53°	53° / 21°
valve lift @ TDC	: 3.95mm	3.90mm
<b>parts setup:</b>		
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	:  99331	:  99331
lower retainer	:  99331/O	:  99331/O
exterior spring	:  PAC-E99859	:  PAC-E99859
interior spring	:  PAC-I99859	:  PAC-I99859
fitted load / length	: 41kg @ 34.0mm	: 41kg @ 34.0mm
max. load / lift	: 118kg @ 14.0mm	: 118kg @ 14.0mm

### REMARKS :



### REMARKS :

- # without fuel pump lobe
- # XU engines: 2 different valve length steems have been used (109mm & 105mm). This has an influence on the fitted length of the valve spring.  
The lower retainer supplied with the upper retainer [ref. 99331] will in most cases provide the proper fitted length of 35-36mm for the springs [ref.99859]. If not please machine or adapt the lower retainer
- # 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors