

# 1322825

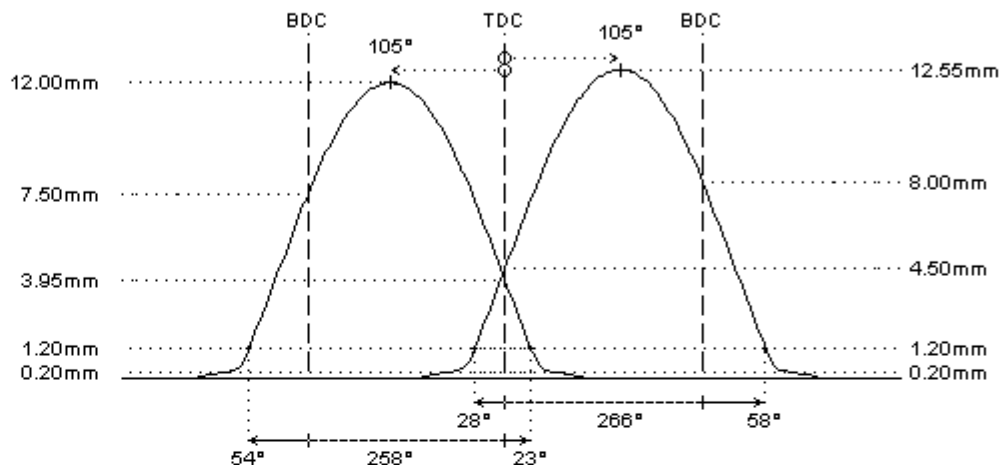
tarmac rally - race

Citroën TU5JP4 110hp

I-4cyl 1.6L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 297°	286°
duration @ 1.0mm	: 266°	257°
valve lift	: 12.55mm	12.00mm
cam lift	:	:
lobe angle	: 105°	105°
timing @ 1.0mm	: 28° / 58°	54° / 23°
valve lift @ TDC	: 4.50mm	3.95mm
<b>parts setup:</b>		
cam wheels :	CTPE001	CTPE001
follower	CC018	CC018
valve lash	TS101	TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99311/s	99311/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	PAC-S90015	PAC-S90015
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 79kg @ 13.0mm	: 79kg @ 13.0mm



### REMARKS :

- # 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
  - please make sure that the lash cap does not touch the valve locks !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors

### REMARKS :

# Double springs PAC-D99862 or PAC-D19862 (gold) can also be used with retainer 99311/S (machining around the valve guide is required). See valve setup section for fitting details. Recommended for applications above 8.500rpm

- #
- # Inlet Valves:
  - 9249005 d6.00 // D31.3 // L103.7 #
- Exhaust Valves:
  - 9249006 d6.00 // D26.0 // L104.2 Oversize #

