

1322831

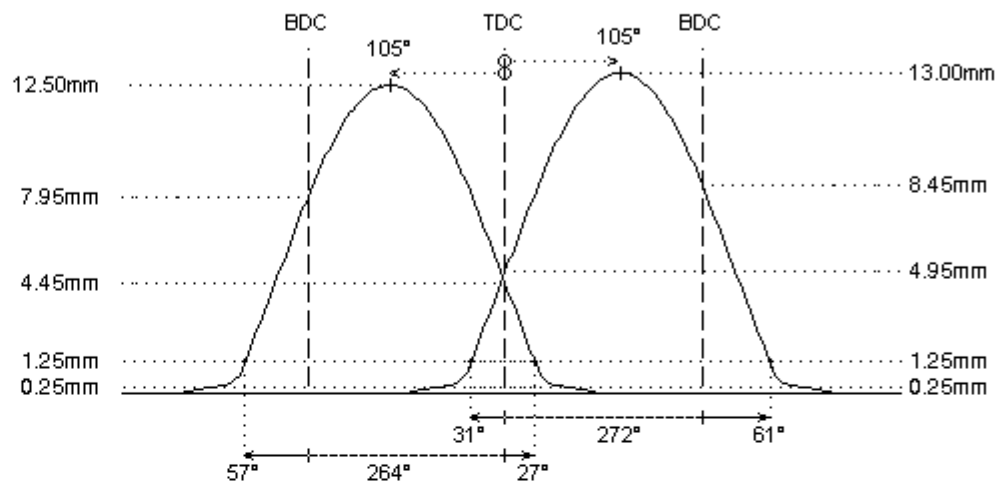
full race

Citroën TU5JP4 110hp

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 304°	296°
duration @ 1.0mm	: 272°	264°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 31° / 61°	57° / 27°
valve lift @ TDC	: 4.95mm	4.45mm
parts setup:		
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 :

- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors
- # improvement of 1322805 camshaft (redesign of lash ramp to protect valve seats)

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 #

