

4901553

tarmac rally - race

Citroën XU9J4 (D6C) 158hp

I-4cyl 1.9L 16v DOHC (DTH/DTH)



intake	exhaust
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camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 307°	298°
duration @ 1.0mm	: 268°	260°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 28° / 60°	56° / 24°
valve lift @ TDC	: 4.85mm	4.25mm

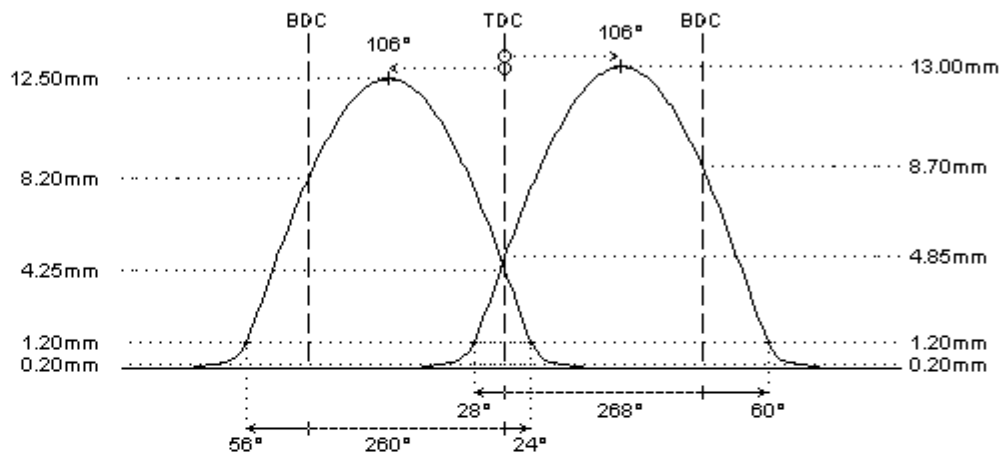
parts setup:

cam wheels :	CTPE007	CTPE007
follower	CC003	CC003
valve lash	TS102	TS102
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	99333	99333
lower retainer	: O.E.M.	: O.E.M.
exterior spring	PAC-S10011	PAC-S10011
interior spring		

fitted load / length	: 40kg @ 37.0mm	: 40kg @ 37.0mm
max. load / lift	: 105kg @ 13.0mm	: 105kg @ 13.0mm

REMARKS :

- # Inlet Valves: #
- # 9249012 d7.00 // D34.6 // L106.4 #
- Exhaust Valves: #
- # 9249013 d7.00 // D29.6 // L105.7 #



REMARKS :

- # - steel billet camshafts
- # 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 !
- # machining of cylinder head required at camlobes
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors