

# 4901552

tarmac rally - race

Citroën XU9J4Z (DFW) 147hp

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



**intake**                      **exhaust**

**camshaft data:**

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 298°	290°
duration @ 1.0mm	: 260°	252°
valve lift	: 12.50mm	12.00mm
cam lift	:	
lobe angle	: 106°	106°
timing @ 1.0mm	: 24° / 56°	52° / 20°
valve lift @ TDC	: 4.30mm	3.75mm

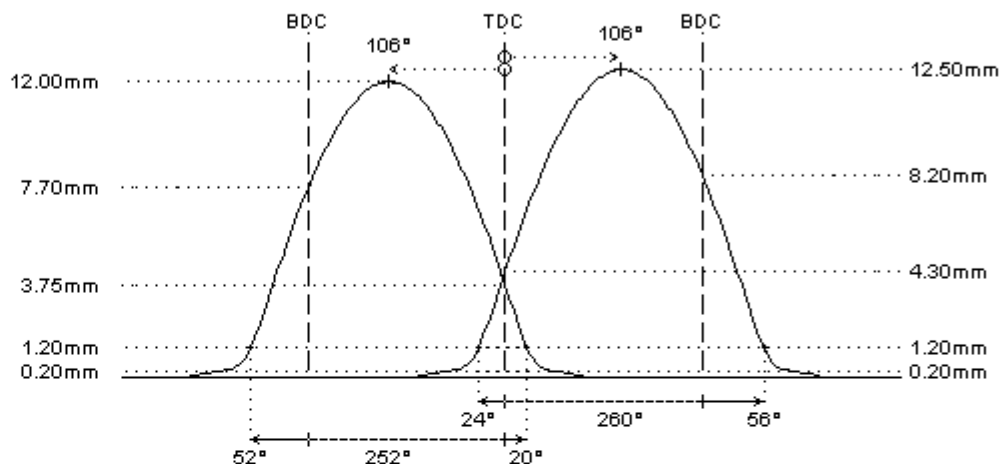
**parts setup:**

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