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F.I.A.

Citroën EW10J4 135hp

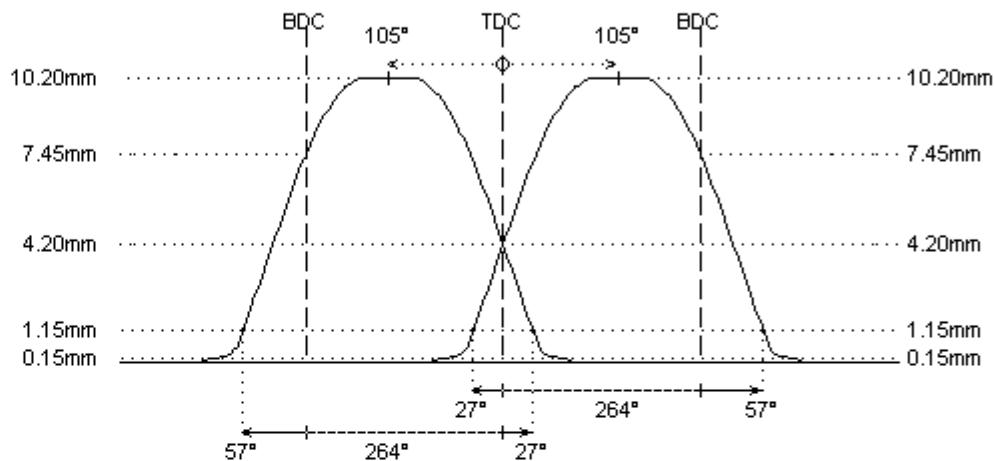
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: 0.15mm	0.15mm
duration @ 0.1mm	: 290°	290°
duration @ 1.0mm	: 264°	264°
valve lift	: 10.20mm	10.20mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 27° / 57°	57° / 27°
valve lift @ TDC	: 4.20mm	4.20mm
parts setup:		
cam wheels :	: CTPE002	: CTPE002
follower	: CC018	: CC018
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99410/s	: 99410/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E99862	: PAC-E99862
interior spring		
fitted load / length	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift	: 80kg @ 12.5mm	: 80kg @ 12.5mm

REMARKS :

double spring PAC-D19864 recommended over 8000rpm (machining of cylinder head and special lower retainer and valve seal may be required)



REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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
- # for race engines, without positioning marks in the camshaft. (A-B) homologation tolerances on all camlobes. ON SPECIAL DEMAND ONLY
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors