

# 4912527

hot street - dirt track

Citroën XU10J4 (RFY) 150hp

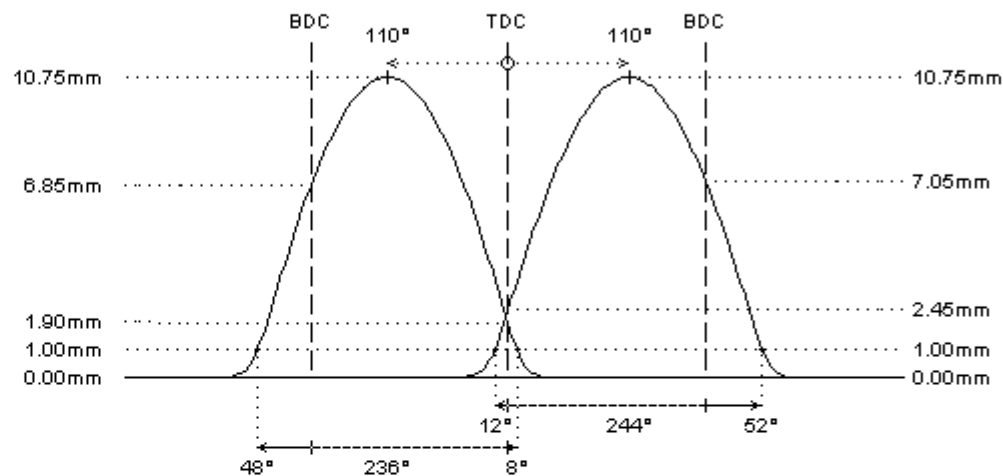
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	270°
duration @ 1.0mm	: 244°	236°
valve lift	: 10.75mm	10.75mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 12° / 52°	48° / 8°
valve lift @ TDC	: 2.45mm	1.90mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: O.E.M.	: O.E.M.
interior spring	:	:
fitted load / length	: 40kg @ 39.0mm	: 40kg @ 39.0mm
max. load / lift	: 98kg @ 10.8mm	: 98kg @ 10.8mm

#### REMARKS :

# green colored OE springs accept valve lift of 10.8mm at maximum



#### REMARKS :

- # The exhaust camshafts have a sleeve and internal oil supply to fit the servo pump (direct drive)
- # Distance between valve and piston should be 1.0mm at least:
  - check 5-15° after TDC on intake
  - check 5-15° before TDC on exhaustMachine pistons if required. Wrong installation can cause severe engine damage!
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors