

# 4913551

tarmac rally - race

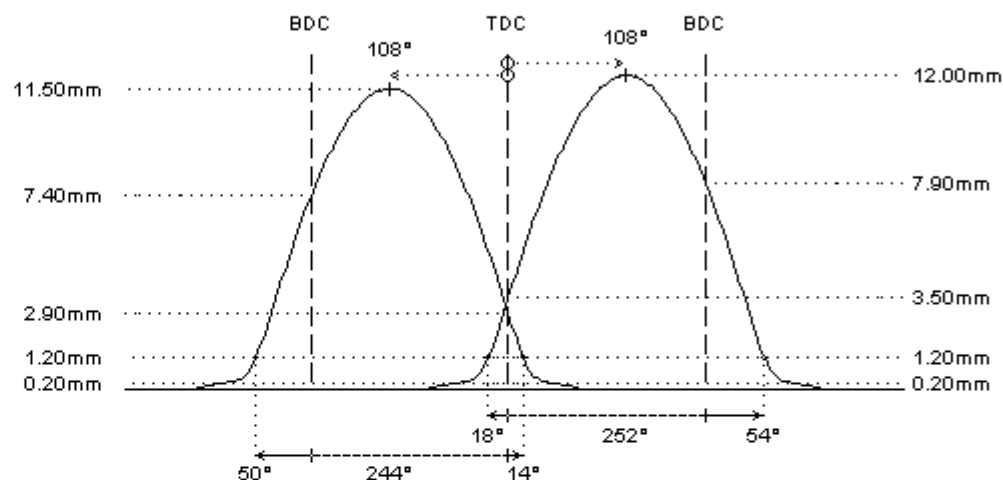
Citroën XU10J4 (RFY) 150hp

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 290°	282°
duration @ 1.0mm	: 252°	244°
valve lift	: 12.00mm	11.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 18° / 54°	50° / 14°
valve lift @ TDC	: 3.50mm	2.90mm
<b>parts setup:</b>		
cam wheels :	:	:
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 :



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- # The exhaust camshafts have a sleeve and internal oil supply to fit the servo pump (direct drive)
- # 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 carburettors