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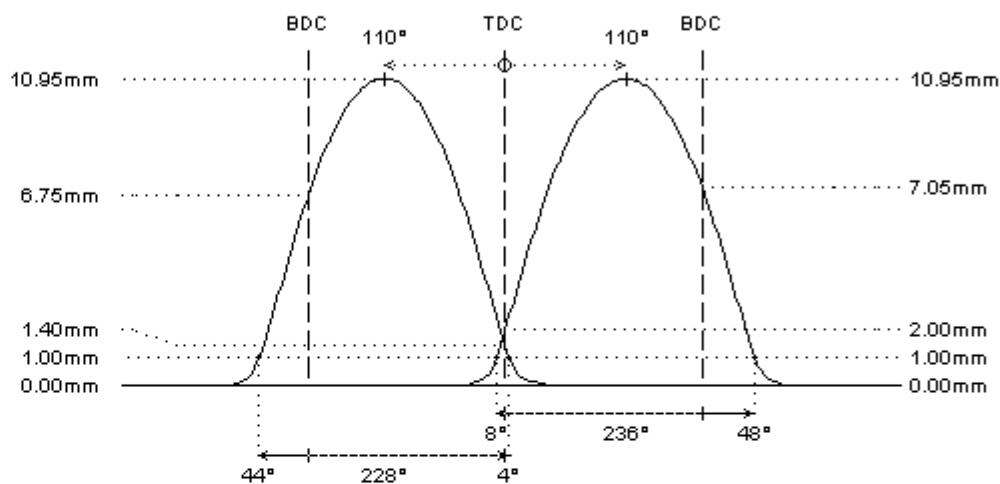
hot street - dirt track

Citroën XU10J4RS 167hp

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 274°	268°
duration @ 1.0mm	: 236°	228°
valve lift	: 10.95mm	10.95mm
cam lift	:	
lobe angle	: 110°	110°
timing @ 1.0mm	: 8° / 48°	44° / 4°
valve lift @ TDC	: 2.00mm	1.40mm
parts setup:		
cam wheels :	: CTPE003	: CTPE003
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	: O.E.M.	: O.E.M.
fitted load / length	: 35kg @ 34.2mm	: 37kg @ 33.7mm
max. load / lift	: 92kg @ 11.0mm	: 92kg @ 10.5mm



REMARKS :

- # - cast iron camshafts
- groove on exhaust camshaft
- # 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!
- # - machining of pistons required
- lower cylinder head to compensate compression ratio
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors

REMARKS :