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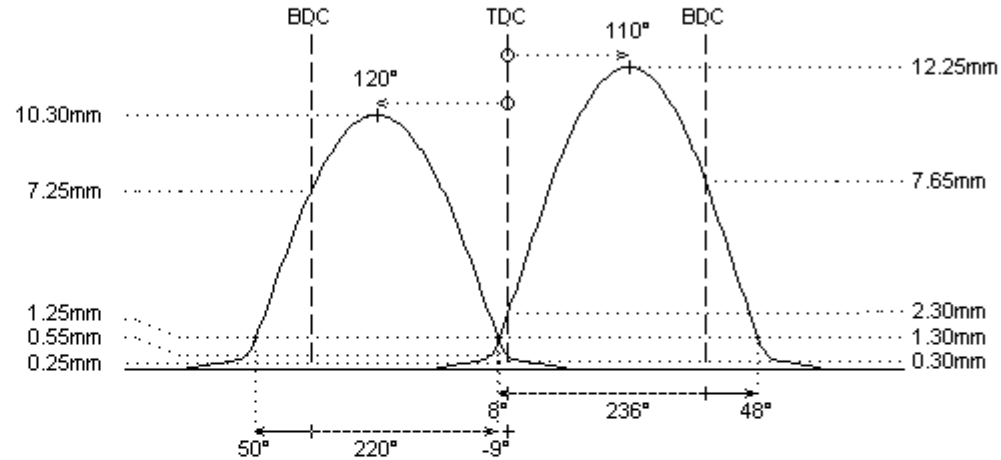
turbo conversion

Citroën XU10J4RS 167hp

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.30mm	0.25mm
duration @ 0.1mm	: 262°	257°
duration @ 1.0mm	: 236°	221°
valve lift	: 12.25mm	10.30mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 8° / 48°	50° / -9°
valve lift @ TDC	: 2.30mm	0.55mm
parts setup:		
cam wheels :	: CTPE003	: CTPE003
follower	: CC004	: CC004
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99317/s	: 99317/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-E92009	: PAC-E92009
interior spring	: PAC-I92009	: PAC-I92009
fitted load / length	: 30kg @ 34.0mm	: 33kg @ 33.5mm
max. load / lift	: 100kg @ 14.0mm	: 100kg @ 13.5mm



REMARKS :

- # - cast iron camshafts
- groove on exhaust camshaft
- # springs and retainers for 6mm valve stem ONLY
- # - valve clearance is to be adjusted using mechanical lash caps
- please make sure that the lash cap does not touch the valve locks !
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafs 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors

REMARKS :

- # Inlet Valves:
- # 9249001 d6.00 // D34.1 // L106.4
- Exhaust Valves:
- # 9249002 d6.00 // D30.8 // L105.4

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