

1321869

turbo conversion

Citroën TU5J4 120hp

I-4cyl 1.6L 16v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 273°	256°
duration @ 1.0mm	: 242°	224°
valve lift	: 11.05mm	9.80mm
cam lift	:	
lobe angle	: 106°	114°
timing @ 1.0mm	: 15° / 47°	46° / -2°
valve lift @ TDC	: 2.95mm	0.95mm

parts setup:

cam wheels :	: CTPE001	: CTPE001
follower	: CC018	: CC018
valve lash	: TS101	: TS101
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99311/s	: 99311/s
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S90015	: PAC-S90015
interior spring	:	

fitted load / length	: 33kg @ 36.8mm	: 33kg @ 36.8mm
max. load / lift	: 82kg @ 12.5mm	: 82kg @ 12.5mm

REMARKS :

Inlet Valves:

9249007 d6.00 // D28.8 // L104.6

Exhaust Valves:

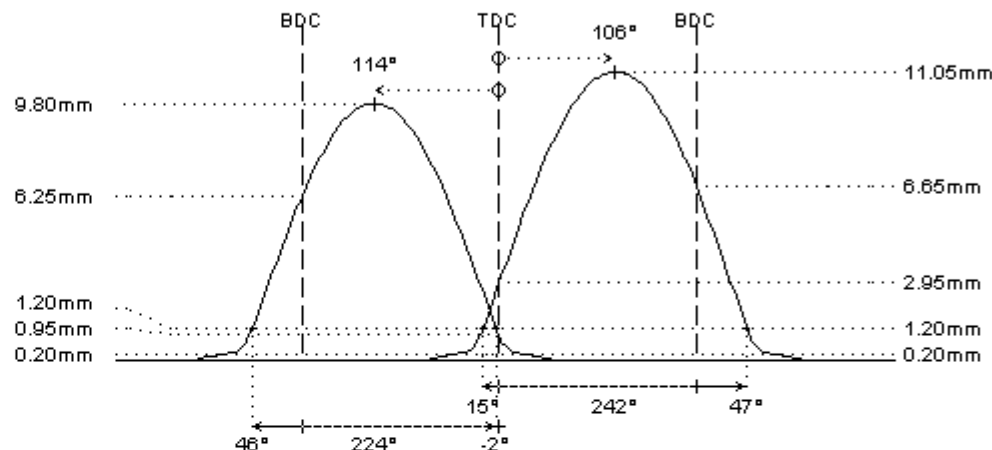
9249006 d6.00 // D26.0 // L104.2 Oversize

9249016 d6.00 // D24.5 // L104.2

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REMARKS :

- # 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 !
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors
- # for TURBO conversion (atmospheric to turbo)