

1321877

tarmac rally - race

Citroën TU5J4 120hp

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 304°	296°
duration @ 1.0mm	: 272°	264°
valve lift	: 13.00mm	12.50mm
cam lift	:	
lobe angle	: 105°	105°
timing @ 1.0mm	: 31° / 61°	57° / 27°
valve lift @ TDC	: 4.95mm	4.45mm
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 :

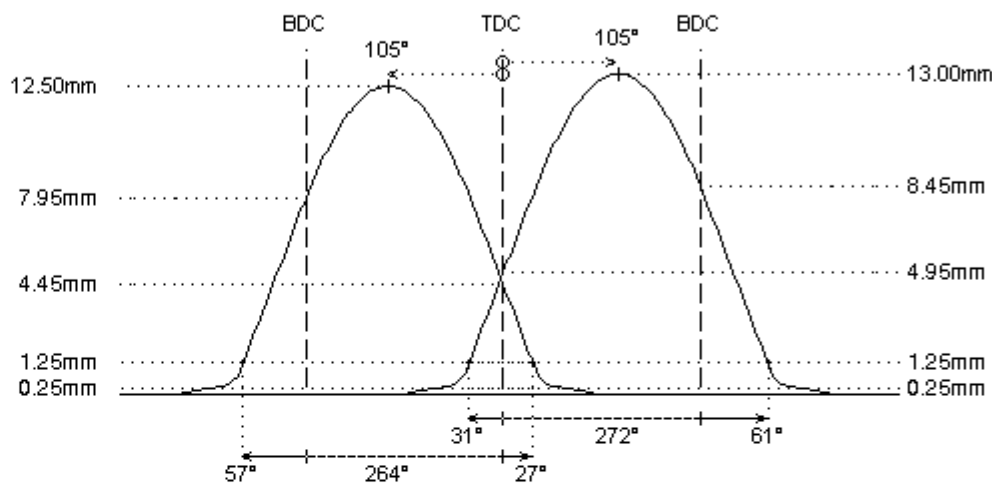
Inlet Valves:

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

Exhaust Valves:

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

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



REMARKS :

- # - 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 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
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors
- # improvement of 1321816 camshaft (redesign of lash ramp to protect valve seats)