1322708

turbo conversion

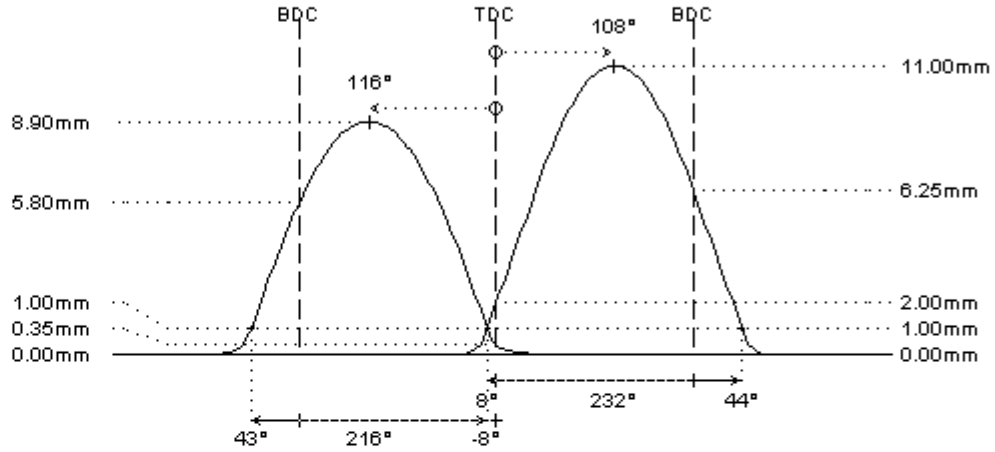
Citroën TU5JP4 110hp

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

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 260°	257°
duration @ 1.0mm	: 232°	215°
valve lift	: 11.00mm	8.90mm
cam lift	:	
lobe angle	: 108°	116°
timing @ 1.0mm	: 8° / 44°	43° / -8°
valve lift @ TDC	: 2.00mm	0.35mm
parts setup:		
cam wheels :	: **CTPE001**	: **CTPE001**
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	: **99311/s**	: **99311/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S90015**	: **PAC-S90015**
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 79kg @ 13.0mm	: 79kg @ 13.0mm

REMARKS :

#
Inlet Valves:
9249005 d6.00 // D31.3 // L103.7 #
Exhaust Valves: #
9249006 d6.00 // D26.0 // L104.2 Oversize #
9249016 d6.00 // D24.5 // L104.2



REMARKS :

Distance between valve and piston should be 1.0mm at least:
- check 5-15° after TDC on intake
- check 5-15° before TDC on exhaust

Machine pistons if required. Wrong installation can cause severe engine damage!

ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

for TURBO conversion (atmospheric to turbo)