

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

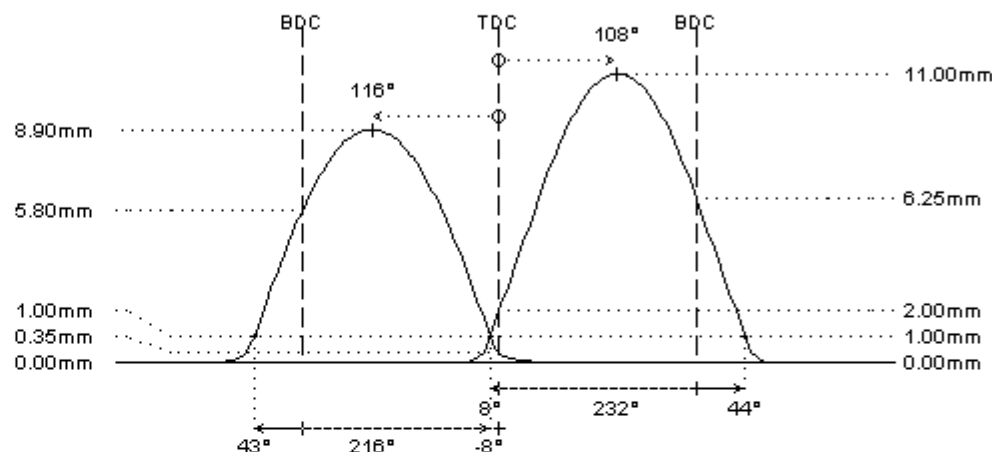
parts setup:

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 carburetors
- # for TURBO conversion (atmospheric to turbo)