

4900268

tarmac rally - race

Citroën XU5J (180A)

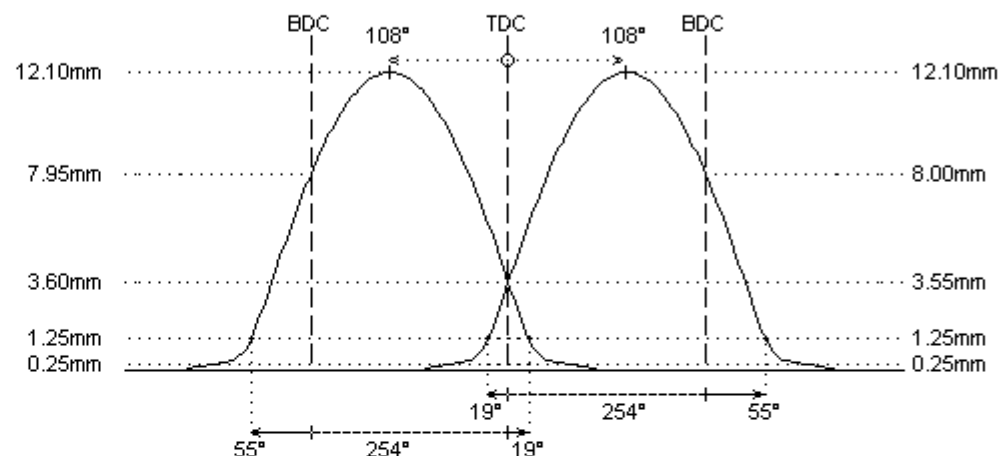
I-4cyl 1.6L 8v SOHC (DT/DT)

**intake****exhaust****camshaft data:**

lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 294°	294°
duration @ 1.0mm	: 254°	254°
valve lift	: 12.10mm	12.10mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 19° / 55°	55° / 19°
valve lift @ TDC	: 3.55mm	3.60mm

parts setup:

cam wheels :	:	:
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	: 99331	: 99331
lower retainer	: 99631	: 99631
exterior spring	: PAC-E99859	: PAC-E99859
interior spring	: PAC-I99859	: PAC-I99859
fitted load / length	: 41kg @ 34.0mm	: 41kg @ 34.0mm
max. load / lift	: 118kg @ 14.0mm	: 118kg @ 14.0mm

REMARKS :**REMARKS :**

- # with fuel pump lobe
- # XU engines: 2 different valve length steems have been used (109mm & 105mm). This has an influence on the fitted length of the valve spring.
The lower retainer supplied with the upper retainer [ref. 99331] will in most cases provide the proper fitted length of 35-36mm for the springs [ref.99859]. If not please machine or adapt the lower retainer
- # 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 carburetors