

**4900533**

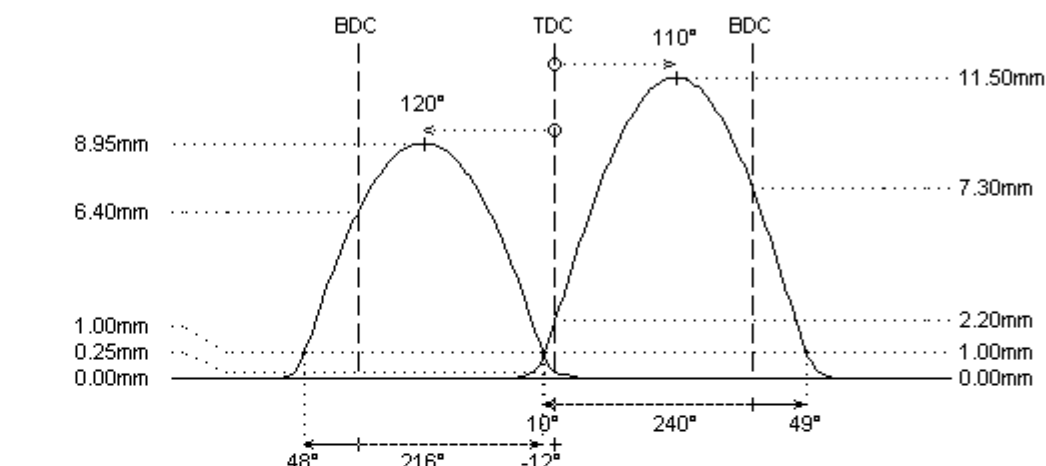
turbo conversion

Citroën XU9J4 (D6C) 158hp

I-4cyl 1.9L 16v DOHC (DTH/DTH)



|                       | intake          | exhaust         |
|-----------------------|-----------------|-----------------|
| <b>camshaft data:</b> |                 |                 |
| lash ramp             | : hydro         | hydro           |
| duration @ 0.1mm      | : 275°          | 257°            |
| duration @ 1.0mm      | : 239°          | 216°            |
| valve lift            | : 11.50mm       | 8.95mm          |
| cam lift              | :               |                 |
| lobe angle            | : 110°          | 120°            |
| timing @ 1.0mm        | : 10° / 49°     | 48° / -12°      |
| valve lift @ TDC      | : 2.20mm        | 0.25mm          |
| <b>parts setup:</b>   |                 |                 |
| 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        | : O.E.M.        | : O.E.M.        |
| lower retainer        | : O.E.M.        | : O.E.M.        |
| exterior spring       | : O.E.M.        | : O.E.M.        |
| interior spring       | :               | :               |
| fitted load / length  | : 40kg @ 39.0mm | : 40kg @ 39.0mm |
| max. load / lift      | : 90kg @ 11.5mm | : 90kg @ 11.5mm |

**REMARKS :****REMARKS :**

- # - steel billet camshafts
- # The XU9J4 (longitudinal) and XU10J4 (transversal) engines have different inlet camshafts due to servo pump drive setup. Therefore, the XU9J4 and XU10J4 engines are listed separately with a separate partnumber range
  - a) no drives on inlet camshaft (only in XU9J4 engine)
  - b) the camshaft has a central drive hole on both sides as the servo pump is belt driven (only in XU9J4 engine)
  - c) the servo pump is fitted on the inlet camshaft and driven by a sleeve. The lubrication of the pump is provided through the last bearing. This execution is only used in transversal engines (only in XU10J4 engine)
- # If the camshaft has a position encoder for the engine management system, it must be fitted on the new camshaft in the same position
- # machining of cylinder head can be required at camlobes
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors