

O.E.M.

Citroën XU9J4 (D6C) 158hp

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



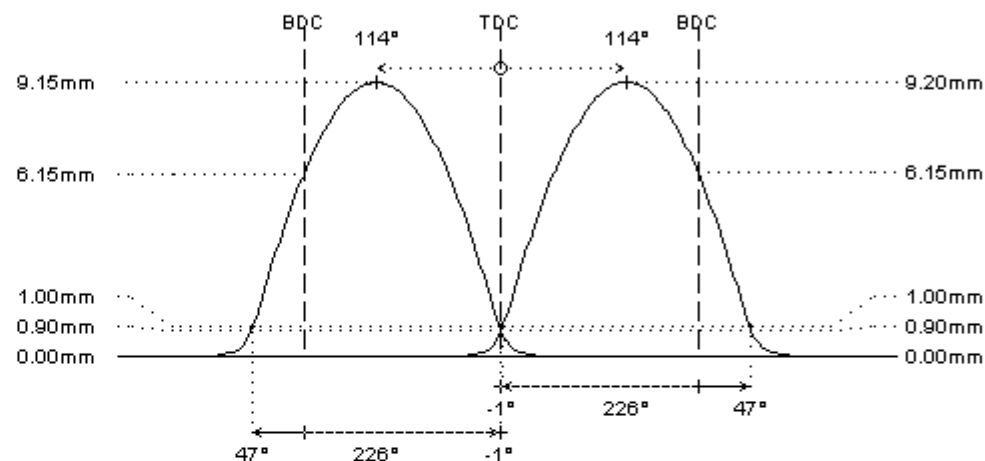
	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 278°	278°
duration @ 1.0mm	: 226°	226°
valve lift	: 9.20mm	9.15mm
cam lift	:	
lobe angle	: 114°	114°
timing @ 1.0mm	: -1° / 47°	47° / -1°
valve lift @ TDC	: 0.90mm	0.90mm

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	: 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 :



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- # Different cam wheels are used in the std engines to obtain a different valve timing:
 - intake "#2": 114° (XU9J4 D6C, 1st series)
 - intake "#4": 106° (XU9J4 D6C, 2nd series)
 - intake "#3": 111° (XU9J4 DFW, cat)
 - exhaust "#2": 114° (all)
 - camshaft data are shown for "#2" camwheels

The exhaust camshafts have a keyway and thread at the back to fit the pulley for the servo pump (belt drive)