4900634

tarmac rally - race

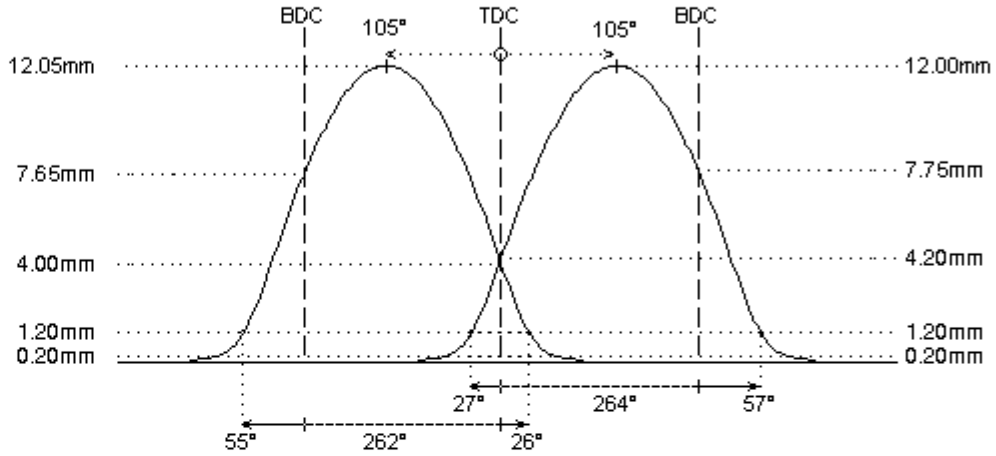
Citroën TU3FJ2 106 XSi, AX GTi

I-4cyl 1.4L 8v SOHC (RP/RP)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 303°	300°
duration @ 1.0mm	: 264°	261°
valve lift	: 12.00mm	12.05mm
cam lift	: 7.80mm	7.80mm
lobe angle	: 105°	105°
timing @ 1.0mm	: 27° / 57°	55° / 26°
valve lift @ TDC	: 4.20mm	4.00mm
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	: **99316/H**	: **99316/H**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S10011**	: **PAC-S10011**
interior spring		
fitted load / length	: 35kg @ 38.0mm	: 35kg @ 38.0mm
max. load / lift	: 100kg @ 13.0mm	: 100kg @ 13.0mm

REMARKS :

Inlet Valves:
9249008 d7.00 // D39.4 // L111.7
Exhaust Valves: #
9249009 d7.00 // D31.3 // L111.5



REMARKS :

- bearing diameters: 44.12 - 43.62 - 43.12 - 42.62 - 36.92mm (big bearings)

FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors