

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

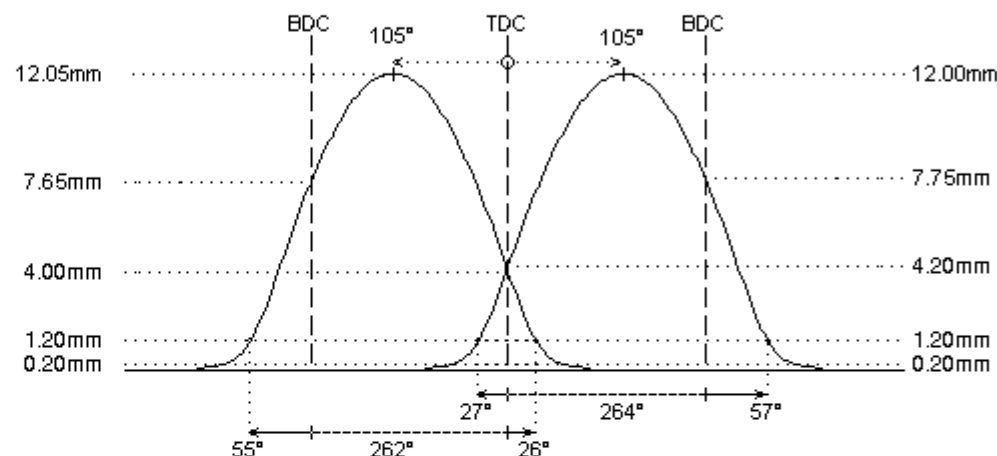
REMARKS :

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 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