

# 4900672

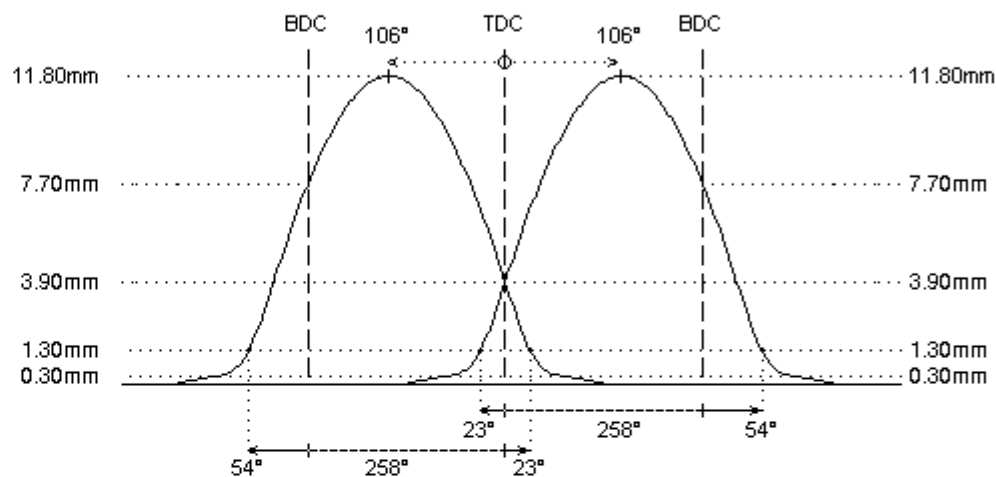
tarmac rally - race

Citroën TU3FJ2 106 XSi, AX GTi

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.28mm	0.28mm
duration @ 0.1mm	: 299°	299°
duration @ 1.0mm	: 257°	257°
valve lift	: 11.80mm	11.80mm
cam lift	: 7.55mm	7.55mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 23° / 54°	54° / 23°
valve lift @ TDC	: 3.90mm	3.90mm
<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	:  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 :

- # - 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

### REMARKS :

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

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