

# 4900678

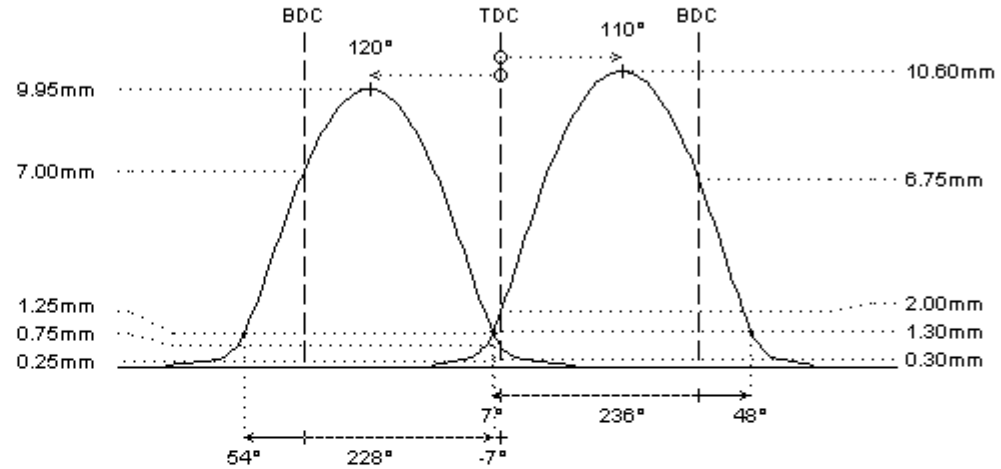
turbo conversion

Citroën TU3FJ2 106 XSi, AX GTi

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



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: 0.30mm	0.25mm
duration @ 0.1mm	: 270°	268°
duration @ 1.0mm	: 235°	227°
valve lift	: 10.60mm	9.95mm
cam lift	: 6.90mm	6.50mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 7° / 48°	54° / -7°
valve lift @ TDC	: 2.00mm	0.75mm
<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	: 30kg @ 41.5mm	: 30kg @ 41.5mm
max. load / lift	: 87kg @ 12.0mm	: 87kg @ 11.5mm



### REMARKS :

- # - bearing diameters: 44.12 - 43.62 - 43.12 - 42.62 - 36.92mm (big bearings)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors
- # for TURBO conversion (atmospheric to turbo)

### REMARKS :