

4901140

full race

Citroën TU24 205 Rallye

I-4cyl 1.3L 8v SOHC (RP/RP)



intake

exhaust

camshaft data:

lash ramp	: 0.30mm	0.30mm
duration @ 0.1mm	: 310°	310°
duration @ 1.0mm	: 272°	272°
valve lift	: 12.15mm	12.15mm
cam lift	: 8.10mm	8.10mm
lobe angle	: 104°	104°
timing @ 1.0mm	: 33° / 59°	59° / 33°
valve lift @ TDC	: 5.05mm	5.05mm

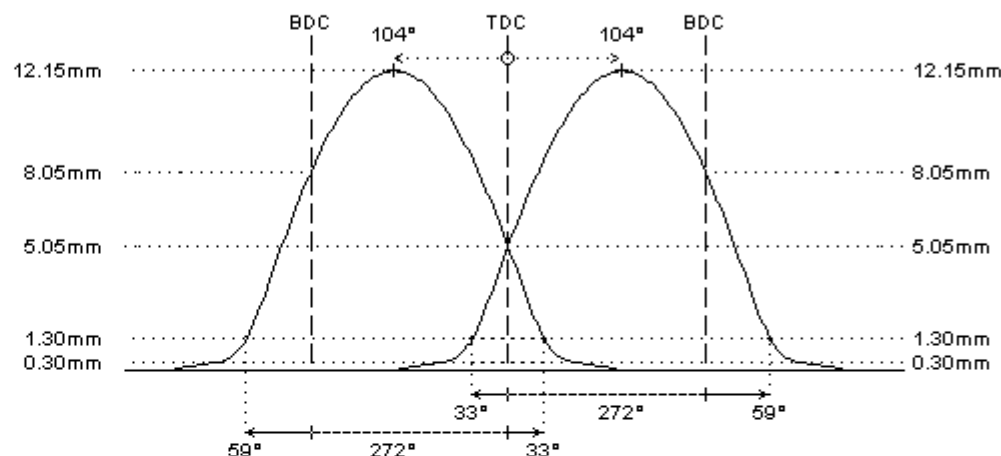
parts setup:

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	: 99377	: 99377
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S99843	: PAC-S99843
interior spring	:	:

fitted load / length	: 32kg @ 38.5mm	: 32kg @ 38.5mm
max. load / lift	: 86kg @ 13.0mm	: 86kg @ 13.0mm

REMARKS :

#		
# Inlet Valves:		#
9249010 d8.00 // D40.0 // L112.0		#
Exhaust Valves:		#
9249011 d8.00 // D31.0 // L112.0		



REMARKS :

- # - bearing diameters: 42.42 - 41.82 - 41.23 - 40.62 - 36.92mm (small bearings)
- 8mm valves
- # 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