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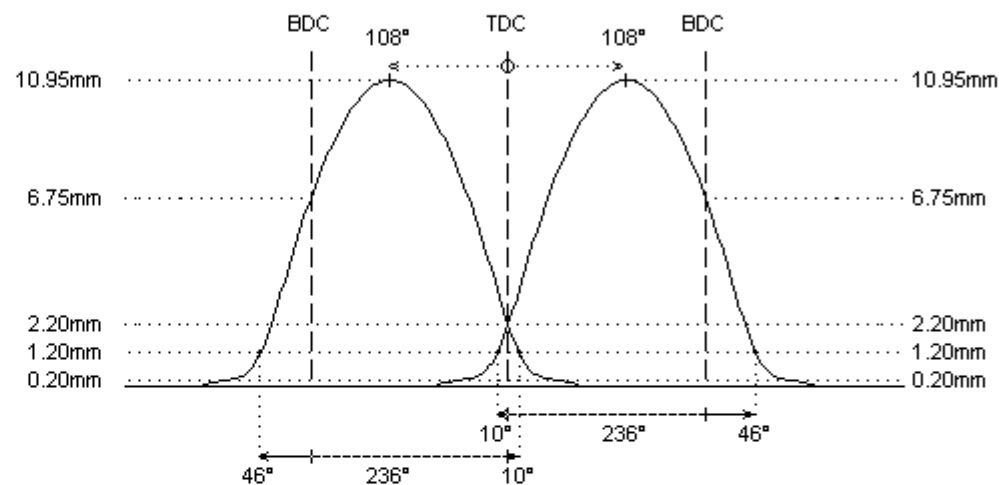
hot street - dirt track

Citroën TU3JP

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 275°	275°
duration @ 1.0mm	: 236°	236°
valve lift	: 10.95mm	10.95mm
cam lift	: 10.95mm	10.95mm
lobe angle	: 108°	108°
timing @ 1.0mm	: 10° / 46°	46° / 10°
valve lift @ TDC	: 2.20mm	2.20mm
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	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: PAC-S10011	: PAC-S10011
interior spring	:	:
fitted load / length	: 37kg @ 37.5mm	: 37kg @ 37.5mm
max. load / lift	: 100kg @ 12.5mm	: 100kg @ 12.5mm

REMARKS :**REMARKS :**

- # In the TU roller engine, at least two different O.E.M. Camshaft types are being used:
1/ 27,65mm base circle - 5,90mm cam lift
2/ 30,00mm base circle - 5,25mm cam lift
When ordering, please indicate the type of camshaft of your engine.
For camshafts with higher cam lift, the base diameter is reduced to slide through the bearings during installation
- # bearing diameters: 42.42 - 41.82 - 41.23 - 40.62 - 36.92mm
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- # camshaft with 30,00mm base circle
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors