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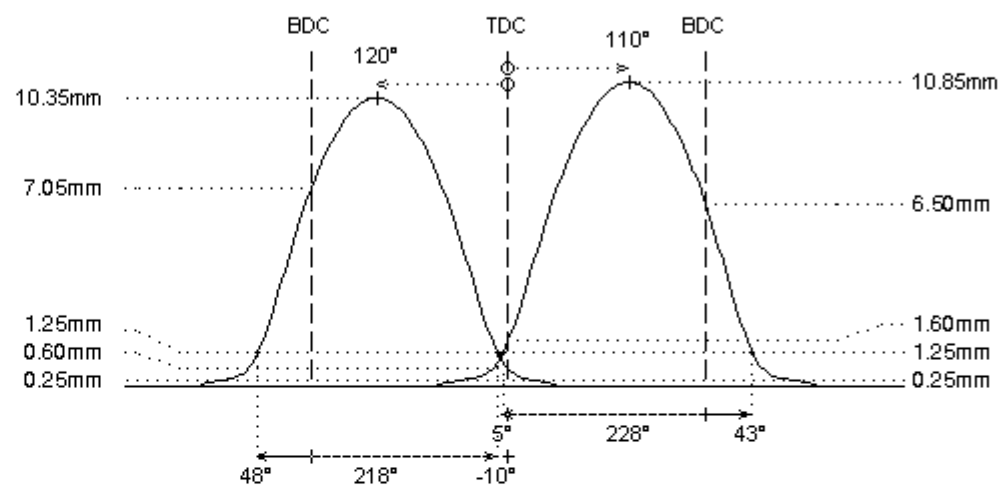
turbo conversion

Citroën TU3JP

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



	intake	exhaust
camshaft data:		
lash ramp	: 0.23mm	0.23mm
duration @ 0.1mm	: 269°	255°
duration @ 1.0mm	: 228°	218°
valve lift	: 10.85mm	10.35mm
cam lift	: 6.15mm	5.85mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 5° / 43°	48° / -10°
valve lift @ TDC	: 1.60mm	0.60mm
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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- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # for TURBO conversion (atmospheric to turbo)