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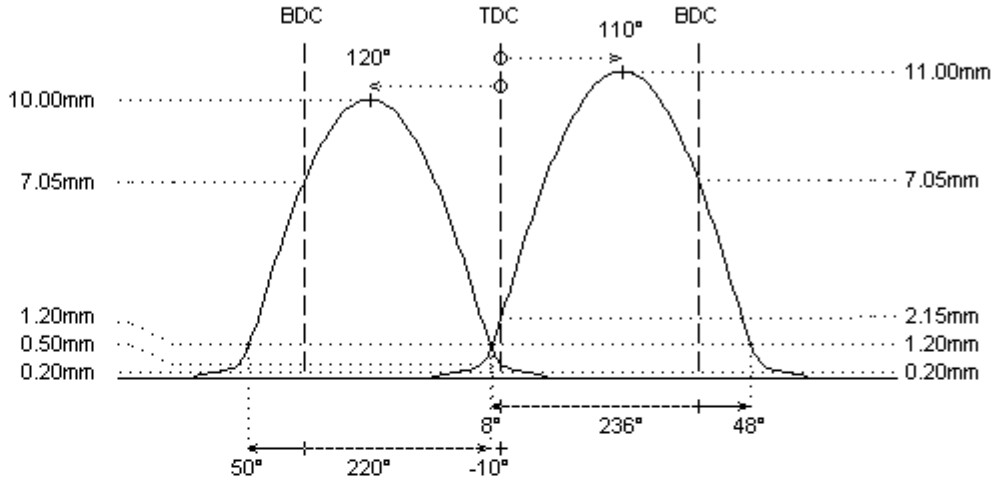
turbo conversion

Citroën XU9J4 (D6C) 158hp

I-4cyl 1.9L 16v DOHC (DTH/DTH)

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 274°	257°
duration @ 1.0mm	: 236°	220°
valve lift	: 11.00mm	10.00mm
cam lift	:	
lobe angle	: 110°	120°
timing @ 1.0mm	: 8° / 48°	50° / -10°
valve lift @ TDC	: 2.15mm	0.50mm
parts setup:		
cam wheels :	: CTPE007	: CTPE007
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	: 40kg @ 39.0mm	: 40kg @ 39.0mm
max. load / lift	: 90kg @ 11.5mm	: 90kg @ 11.5mm

REMARKS :



REMARKS :

\# - steel billet camshafts

\# The XU9J4 (longtitudinal) and XU10J4 (tranversal) engines have different inlet camshafts due to servo pump drive setup. Therefore, the XU9J4 and XU10J4 engines are listed separately with a separate partnumber range
  a) no drives on inlet camshaft (only in XU9J4 engine)
  b) the camshaft has a central drive hole on both sides as the servo pump is belt driven (only in XU9J4 engine)
  c) the servo pump is fitted on the inlet camshaft and driven by a sleeve. The lubrication of the pump is provided through the last bearing. This execution is only used in transversal engines (only in XU10J4 engine)

\# If the camshaft has a position encoder for the engine management system, it must be fitted on the new camshaft in the same position

\# stronger springs required above 8.500rpm

\# adapted cam specs for turbo engines available on request

\# FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs 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 carburettors