

4901610

turbo conversion

Citroën EW10J4 135hp

I-4cyl 2.0L 16v DOHC (DTH/DTH)



intake

exhaust

camshaft data:

lash ramp : hydro
duration @ 0.1mm : 268°
duration @ 1.0mm : 240°
valve lift : 11.50mm
cam lift :
lobe angle : 110°
timing @ 1.0mm : 10° / 50°
valve lift @ TDC : 2.20mm

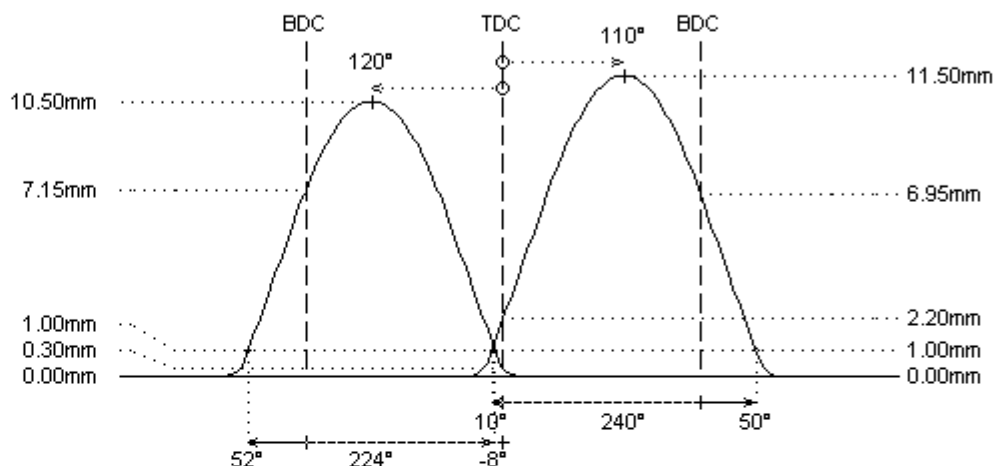
hydro
252°
224°
10.50mm
120°
52° / -8°
0.30mm

parts setup:

cam wheels :	: CTP002	: CTP002
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 :	: 99410/s	: 99410/s
lower retainer :	: O.E.M.	: O.E.M.
exterior spring :	: PAC-E99862	: PAC-E99862
interior spring :		

fitted load / length :	: 27kg @ 35.5mm	: 27kg @ 35.5mm
max. load / lift :	: 80kg @ 12.5mm	: 80kg @ 12.5mm

REMARKS :



REMARKS :

- # - cast iron camshafts
- trigger on exhaust camshaft
- # 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 dirt track applications and pro street use with adjustable engine management or carburetors