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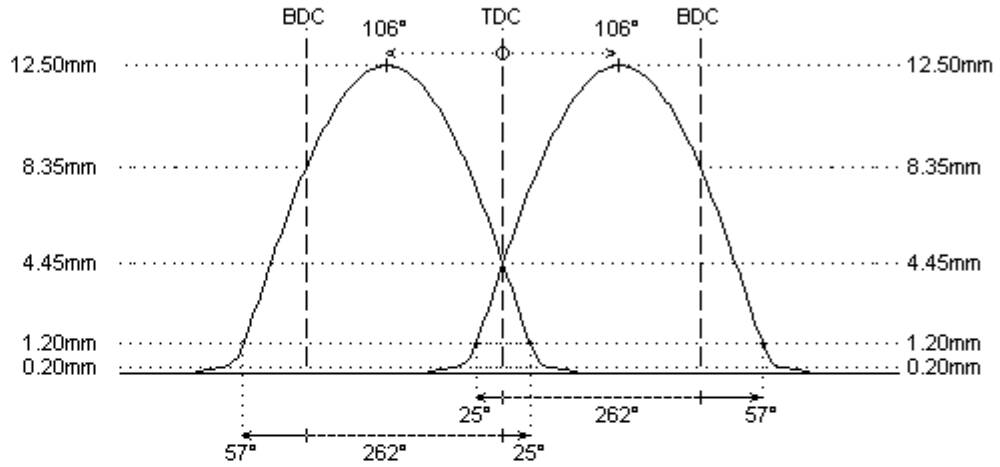
tarmac rally - race

Citroën XU7JB 109hp

I-4cyl 1.8L 16v SOHC

	intake	exhaust
camshaft data:		
lash ramp	: 0.20mm	0.20mm
duration @ 0.1mm	: 288°	288°
duration @ 1.0mm	: 262°	262°
valve lift	: 12.50mm	12.50mm
cam lift	: 12.50mm	12.50mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 25° / 57°	57° / 25°
valve lift @ TDC	: 4.45mm	4.45mm
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	: O.E.M.	: O.E.M.
interior spring		
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :



REMARKS :

XU engines: 2 different valve length steems have been used (109mm & 105mm). This has an influence on the fitted length of the valve spring.
The lower retainer supplied with the upper retainer [ref. 99331] will in most cases provide the proper fitted length of 35-36mm for the springs [ref.99859]. If not please machine or adapt the lower retainer

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