4902409

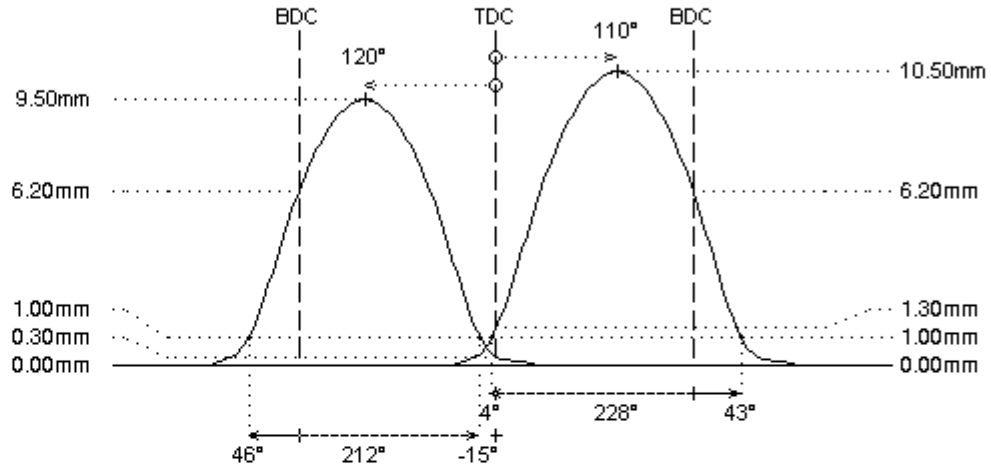
turbo conversion

Citroën ET3J4

I-4cyl 1.4L 16v DOHC (RPRH/RPRH)

	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 294°	278°
duration @ 1.0mm	: 227°	211°
valve lift	: 10.50mm	9.50mm
cam lift	: 4.95mm	4.45mm
lobe angle	: 110°	120°
timing @ 1.0mm	: 4° / 43°	46° / -15°
valve lift @ TDC	: 1.30mm	0.30mm
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	: **99440/s**	: **99440/s**
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-I99891**	: **PAC-I99891**
interior spring		
fitted load / length	: 27kg @ 34.5mm	: 27kg @ 34.5mm
max. load / lift	: 48kg @ 12.0mm	: 48kg @ 12.0mm

REMARKS :



REMARKS :

\# The original VVT system can be fitted on these camshafts. However, we strongly suggest to limit the range or disable the VVT system (see remarks).

\# Valve lift and timing data are illustrated on a locked centerline. The VANOS system changes the centerlines and therefore the timing data and lift on TDC.
- The centerline and TDC data should not be used when installing the camshaft with full cam intake retard (disengaged VANOS system)!!! WRONG INSTALLATION WILL CAUSE THE VALVES TO HIT THE PISTONS!!!
- We insist to install the VANOS camshaft(s) in such way that the distance between valves and piston is at least 1mm at full advance of the intake (or full retard at the exhaust)

\# ONLY for dirt track applications and pro street use with adjustable engine management or carburettors

\# for TURBO conversion (atmospheric to turbo)