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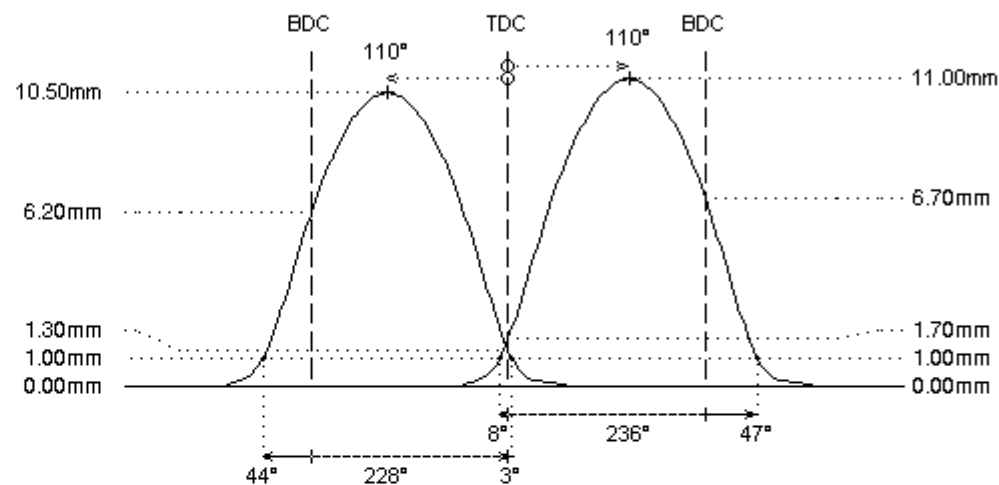
hot street - dirt track

Citroën ET3J4

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



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 302°	294°
duration @ 1.0mm	: 235°	227°
valve lift	: 11.00mm	10.50mm
cam lift	: 5.15mm	4.95mm
lobe angle	: 110°	110°
timing @ 1.0mm	: 8° / 47°	44° / 3°
valve lift @ TDC	: 1.70mm	1.30mm
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 intake camshaft is similar to the exhaust camshaft to fit two adjustable (non VVT) pulleys
- # 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