

4902824

hot street - dirt track

Citroën EW10J4S 180hp

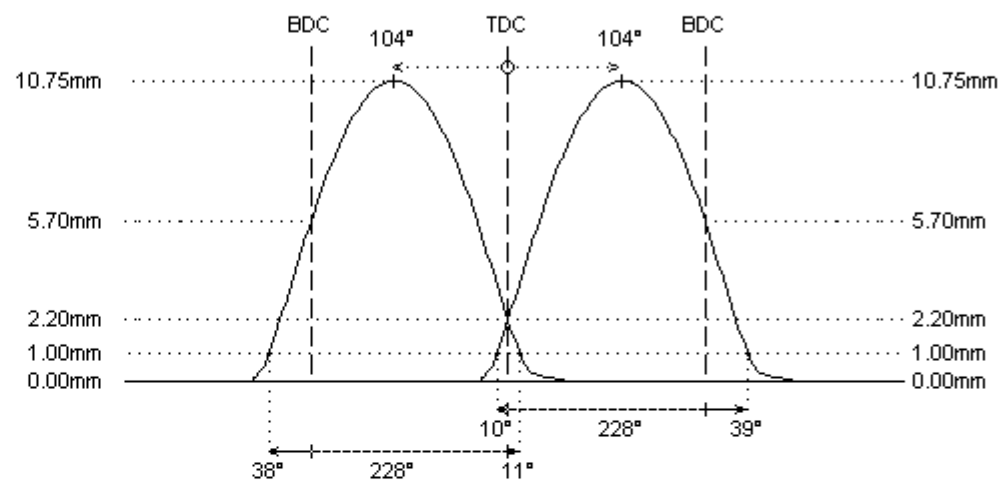
I-4cyl 2.0L 16v DOHC (DTH/DTH)



	intake	exhaust
camshaft data:		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 273°	273°
duration @ 1.0mm	: 229°	229°
valve lift	: 10.75mm	10.75mm
cam lift	:	
lobe angle	: 104°	104°
timing @ 1.0mm	: 10° / 39°	38° / 11°
valve lift @ TDC	: 2.20mm	2.20mm
parts setup:		
cam wheels :	: CTPE002	: CTPE002
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-S90015	: PAC-S90015
interior spring		
fitted load / length	: 30kg @ 38.0mm	: 30kg @ 38.0mm
max. load / lift	: 79kg @ 13.0mm	: 79kg @ 13.0mm

REMARKS :

- #
- # Inlet Valves: 9249003 d6.00 // D35.0 // L106.1 #
- Exhaust Valves: 9249004 d6.00 // D31.0 // L102.9 #



REMARKS :

- # The intake camshaft is similar to the exhaust camshaft to fit two adjustable (non VVT) pulleys. When ordering, replace '4901xxx' by '4902xxx' (eg: 4901902 > 4902902)
- # 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
- # evolution of 4902804