

4903110

hot street - dirt track

Citroën XU10J4RS 167hp

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

**intake****exhaust****camshaft data:**

lash ramp	: hydro	hydro
duration @ 0.1mm	: 283°	275°
duration @ 1.0mm	: 247°	239°
valve lift	: 11.50mm	11.50mm
cam lift	:	
lobe angle	: 108°	108°
timing @ 1.0mm	: 16° / 51°	48° / 11°
valve lift @ TDC	: 3.00mm	2.45mm

parts setup:

cam wheels :	CTPE003	CTPE003
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	99317/s	99317/s
lower retainer	remove	remove
exterior spring	PAC-E92009	PAC-E92009
interior spring	PAC-I92009	PAC-I92009
fitted load / length	: 34kg @ 34.0mm	: 36kg @ 33.5mm
max. load / lift	: 103kg @ 14.0mm	: 103kg @ 13.5mm

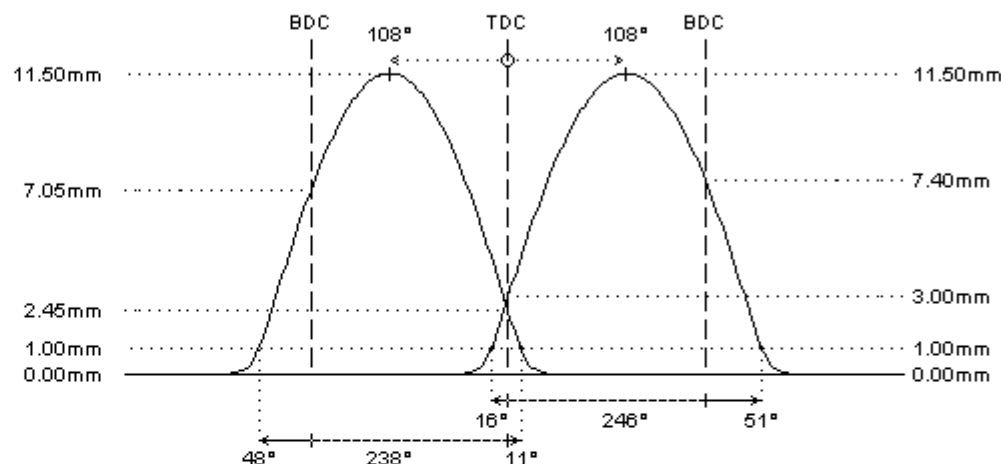
REMARKS :

Inlet Valves:

9249001 d6.00 // D34.1 // L106.4

Exhaust Valves:

9249002 d6.00 // D30.8 // L105.4

**REMARKS :**

- # - cast iron camshafts
- groove 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 use in competition engines with independent engine management (throttle position sensor) or carburetors